### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

**Jurisdiction Report** 

64

City of Norfolk City of Portsmouth City of Chesapeake

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					N	orfolk Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake																
13 58	2.41	61000	A	91%	0%	2%	L Suffolk 1%	6%	0%	В	0.149	Α	0.647	62000	Α	2002
13 58	0.64	61000	N	91% To:	SR 191 0%	Jolliff Rd; 2% US 5	US 13 Mil 1% 58; SR 191	itary Hig 6%	hway 0%	N	0.149	N	0.647	62000	N	2002
13	0.18	6400	F	91%	1%	US 5 2%	8; SR 191 <b>2%</b>	4%	0%	F	0.092	F	0.58	6800	F	2002
<u>(13)</u>	0.45 nbined Traffic:	6400 NA	N	From: 91%	1%	SR 191, 2%	S Military 2%	Hwy 4%	0%	N	0.092 NA	N	0.58	6800 NA	N	2002
13 Military Hwy	2.44	7200	F	From: 91%	1%	S M: 2%	litary Hwy 2%	4%	0%	С	0.123	F	0.557	7600	F	2002
13 Military Hwy	1.37	16000	F	From: 97%	0%	2%	I-64 0%	0%	0%	F	0.121	F	0.606	16000	F	2002
13 Military Hwy	1.01	17000	F	97%	0%	S 17 Georg 2%	0%	0%	0%	F	0.115	F	0.523	18000	F	2002
13 Military Hwy	2.20	30000	Α	97%	0%	2%	0% Canal D	0%	0%	В	0.131	Α	0.521	33000	Α	2002
13 Military Hwy	1.09	24000	F	97%	0%	2%	0% postella Re	0%	0%	F	0.11	F	0.555	26000	F	2002
13 Military Hwy	0.65	26000	F	97%	0%	2%	0%  Battlefield 1	0%	0%	F	0.12	F	0.628	27000	F	2002
13 Military Hwy	0.72	29000	F	95%	1%	2%	1% lison Dr	1%	0%	F	0.101	F	0.578	30000	F	2002
13 Military Hwy	0.41	31000	F	95%	1%	2%	1% abrier Pkw	1%	0%	С	0.095	F	0.552	32000	F	2002
13 Military Hwy	1.67	33000	F	95% To:	1%	2%	1% irginia Bea	1%	0%	F	0.097	F	0.574	35000	F	2002
City of Norfolk																
13 Military Hwy	0.85	41000	G	96%	0%	2%	'irginia Bea	1%	0%	С	0.096	F	0.616	43000	G	2002
13 Military Hwy	0.95	41000	G	95%	1%	2%	1-264 1%	1%	0%	F	0.087	F	0.634	44000	G	2002
13 Military Hwy	1.23	43000	G	95%	1%	2%	1% 55; SR 166	1%	0%	С	0.079	F	0.544	46000	G	2002
Northampton Blvd	0.10	43000	N	95% To:	1%	2% SR 1651	1% Kempsville	1% Rd	0%	N	0.079	N	0.544	46000	N	2002
Northampton Blvd	0.78	40000	G	95%	0%	SR 165 2%	Military H	3%	0%	F	0.087	F	0.644	40000	G	2002
Northampton Blvd	0.20	92000	G	From: 95% To:	0%	2% WCL V	I-64 0% 'irginia Bea	3%	0%	F	0.080	F	0.575	92000	G	2002
City of Chesapeake																
George Washingto	on Hw 3.58	9100	Α	92%	0%	2%	olina State 0%	5%	0%	Α	0.105	Α	0.678	8900	Α	2002
.George Washingt	on H 6.52	10000	F	From: 92%	0%	2%	6 Ballahack	5%	0%	F	0.087	F	0.671	9800	F	2002
Dominion Blvd	3.93	7700	F	95%	0%	2%	1%	2%	0%	F	0.078	F	0.61	8100	F	2002
Dominion Blvd	0.94	26000	Α	From: 95% To:	0%	2%	55 Cedar R 1% Bainbridge	2%	0%	Α	0.094	Α	0.628	28000	Α	2002

					110	orfolk Maintenance Ar	<del></del>							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tr	ail 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake						A MIC O'FMIC III	ωι ∠IIαll		i ioui		i dotoi			
~~~	1.60	24000	_	From:	00/	SR 166 Bainbridge Blvd	00/	١	0.070	_	0.606	25000	_	2002
17 Dominion Blvd	1.60	24000	F	95%	0%	2% 1% 2% SR 190 Great Bridge Blvd	6 0%	F I	0.079	F	0.606	25000	F	2002
				From:		US 17								
(17) (464)	0.14				Se	ee I-464 for directional	traffic volu	ume es	timates fo	or this	segment.			
Combined <sup>2</sup>	Traffic:	46000	G	94%	0%	2% 1% 2%	6 0%	F	0.095	F	0.737	51000	G	
				To: From:		I-64 I-464								
17) (64)	4.31			<u> </u>	S	ee I-64 for directional	traffic volu	me est	imates fo	r this	segment.			
Combined .	Traffic:	78000	G	91%	0%	2% 1% 6%	6 0%	F	0.100	F	· ·	78000	G	
				To: From:		US 17								
17 George Washington Hw	0 90	22000	F	91%	1%	I-64 West Int 4% 1% 3%	6 0%	l F	0.083	F	0.513	22000	F	2002
George Washington Hw	0.30	22000	•	5170				' 1	0.003	'	0.515	22000	'	2002
Coorgo Washington Huy	1.00	15000	G	From: 91%	1%	US 13; US 460 Military Hw 4% 1% 3%		С	0.078	F	0.539	15000	G	2002
George Washington Hw	1.00	15000	G	9176	1 70		0 070		0.076	Г	0.559	13000	G	2002
Coorgo Washington I !···	0.62	26000	F	From:	10/	SR 196 Canal Rd 4% 1% 3%	′ 00/	_	0.003		0.664	26000		2002
(17) George Washington Hw	0.03	26000	F	91% To:	1%	4% 1% 3% SCL Portsmouth	6 0%	F I	0.093	F	0.664	26000	F	2002
City of Davids (1)				<u> </u>		SCL I ORSHIOUH								
City of Portsmouth				From:		NCL Chesapeake								
(17) George Washington Hw	0.15	31000	G	91%	1%	4% 1% 3%	6 0%	F	0.089	F	0.646	31000	G	2002
<u> </u>				To		SR 239 Victory Blvd								
17 George Washington Hw	0.42	22000	G	91%	1%	4% 1% 3%	6 0%	F	0.087	F	0.617	22000	G	2002
<i></i>				To		Davis St								
17 George Washington Hw	0.52	23000	G	91%	1%	4% 1% 3%	6 0%	F	0.083	F	0.595	23000	G	2002
				To:		124-8540 Greenwood Dr								
17 George Washington Hw	0.31	22000	G	91%	1%	4% 1% 3%	6 0%	F	0.09	F	0.637	22000	G	2002
				To		SR 141, Frederick Blvd								
Frankariah Dhad	0.70	40000	•	From:		141 George Washington H	_	١	0.005	_	0.500	40000	0	0000
17 Frederick Blvd	0.70	13000	G	91%	1%	4% 1% 3%	6 0%	. F	0.095	F	0.566	13000	G	2002
~~				From:	101	SR 337 Portsmouth Blvd		<u> </u>				4=000		
17 Frederick Blvd	0.09	15000	G	91%	1%	4% 1% 3%	6 0%	F	0.101	F	0.58	15000	G	2002
~~ - · · · · · · ·				From:		124-8547 Deep Creek Blvd		<u> </u>						
17 Frederick Blvd	0.53	22000	G	91%	1%	4% 1% 3%	6 0%	F	0.092	F	0.579	22000	G	2002
~				To: From:		I-264								
17 Frederick Blvd	0.35	55000	G	98%	0%	1% 0% 0%	6 0%	F	0.088	F	0.569	56000	G	2002
~				To- From:		ALT SR 337 Turnpike Rd								
17 Frederick Blvd	0.51	42000	G	98%	0%	1% 0% 0%	6 0%	F	0.087	F	0.523	43000	G	2002
~				To: From:		US 58 Airline Blvd								
17 Frederick Blvd	0.16	23000	G	98%	0%	1% 0% 0%	6 0%	F	0.084	F	0.511	24000	G	2002
<u> </u>				To: From:		124-8758 High St								
17 High St	0.18	32000	G	98%	0%	124-8758, Frederick Blvd 1% 0% 0%	6 0%	l F	0.087	F	0.630	33000	G	2002
17 High St	0.10	32000	J					' 1	0.007	'	0.000	33000	J	2002
17 High St	2.24	36000	G	From: 98%	0%	24-8536 Western Branch Bl 1% 0% 0%		F	0.086	F	0.634	37000	G	2002
17 High St	۲.۲	30000	3	JJ 70	0 /0		0 70	' I	0.000	'	0.004	37 000	J	2002
17 High St	0.93	32000	G	From: 98%	0%	124-8525 Cedar Lane 1% 0% 0%	6 0%	F	0.09	F	0.587	33000	G	2002
17 High St	0.53	52000	J	JU /0	U /0		0 /0	, . I	0.08	1	0.507	55000	J	2002
(I=) High St	0.21	24000	c	From:	Ω0/	124-8528 Churchland Blvd	<u>'</u> 00/	_	0.005	F	0.6	25000	C	2002
17 High St	0.21	24000	G	98%	0%	1% 0% 0%	6 0%	F	0.085	F	0.6	25000	G	2002
	0.00	04000		From:	001	124-8532 Tyre Neck Rd		<u> </u>	0.00-	_	0.510	0.1000		
(17) Western Branch Blvd	0.22	24000	G	98% To:	0%	1% 0% 0%	6 0%	F I	0.085	F	0.510	24000	G	2002
Ct. 4 Ct						ECL Chesapeake								
City of Chesapeake				From:		WCL Portsmouth								
	0.00	20000	F	98%	0%	1% 0% 0%	6 0%	F	0.084	F	0.515	20000	F	2002
17 Western Branch Blvd	0.69	20000		00 /0	0 / 0	1/0 0/0 0/	0 /0		0.004		0.010	20000		2002

					N	orfolk Maintena	nce Area								
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Ax	ruckle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				From:			121 1								
	0.56	20000	В	98%	0%	131-8524 Churchla 1% 0%	nd Blvd 0%	0%	Α	0.101	Α	0.543	21000	В	2002
[17]	0.50	20000		70 70 To:	0 70	ECL Suffol		070	^	0.101	^	0.545	21000	Ь	2002
Desa				From:		US 17 Dominion		1							
Bus 17 George Washington H	3.47	3800	F	92%	0%	2% 0%	5%	0%	F	0.097	F		3700	F	2002
17 Scorge Washington 11	0.47	0000	•	- J	070				•	0.007	•		0100	•	2002
Bus				From:		SR 165 Cedar	Rd								
(17) George Washington Hw	1.19	22000	F	92%	0%	2% 0%	5%	0%	F	0.074	F		22000	F	2002
$\bigcirc$				To:		I-64									
				From:		ECL Suffol	k								
(58)	2.41	61000	Α	91%	0%	2% 1%	6%	0%	В	0.149	Α	0.647	62000	Α	2002
<u> </u>				To:		I-664		1							
(58)	0.64	61000	N	91%	0%	2% 1%	6%	0%	Ν	0.149	Ν	0.647	62000	N	2002
				To	CD 101	Lalliff Dd. LIC 12 N	Alliton, His	harana							
58 Airline Blvd	1.72	8000	F	From: 96%	1%	Jolliff Rd; US 13 N 1% 0%	1111tary Hig	0%	С	0.079	F	0.576	8500	F	2002
(58) Airline Blvd	2	2000	•	To:	1 /0	WCL Portsmo		- J	J	0.010	•	5.070	5550	•	_002
City of Don't						CL I ORGING		<u>l</u>							
City of Portsmouth				From:		ECL Chesape	ake	I							
58 Airline Blvd	0.29	13000	G	96%	1%	1% 0%	1%	0%	F	0.082	F	0.565	13000	G	2002
				To		Greenwood 1									<u> </u>
58 Airline Blvd	0.20	15000	G	From: 96%	1%	1% 0%	<u>л</u> 1%	0%	F	0.084	F	0.500	16000	G	2002
58 Airline Blvd	0.20	15000	G	<del>3</del> 0 70	1 70			U 70	Г	0.004	Г	0.500	10000	G	2002
~~ ····				From:		Elmhurst La									
(58) Airline Blvd	1.30	13000	G	96%	1%	1% 0%	1%	0%	F	0.091	F	0.565	13000	G	2002
				From:		SR 239 Victory	Blvd	-							
58 Airline Blvd	0.28	17000	G	96%	1%	1% 0%	1%	0%	F	0.088	F	0.59	18000	G	2002
<u></u>				To: From:		SR 337 Portsmou	th Blvd	1							
58 Airline Blvd	1.40	17000	G	96%	1%	1% 0%	1%	0%	F	0.084	F	0.547	18000	G	2002
				To		US 17 Fradarial	Dlvd								
58 Airline Blvd	0.19	20000	G	94%	1%	US 17 Frederick 2% 1%	3%	0%	F	0.083	F	0.642	21000	G	2002
58 Airline Blvd	0.15	20000	J	J-70	1 /0		370	070		0.000	'	0.042	21000	J	2002
	0.70	0=000	_	From:	40/	High St	00/			0.00=	_	0.000	00000	_	
[58] London Blvd	0.72	25000	G	94%	1%	2% 1%	3%	0%	F	0.087	F	0.662	26000	G	2002
				To: From:		SR 141; London	Blvd	-							
[58] Martin Luther King Free	0.77	23000	G	94%	1%	2% 1%	3%	0%	С	0.087	F	0.557	25000	G	2002
<u> </u>				To: From:		Cleveland S	St								
58 Martin Luther King Free	1.16	49000	G	94%	1%	2% 1%	3%	0%	F	0.094	F	0.507	51000	G	2002
				To:		WCL Norfo	lk								
City of Norfolk															
~~~				From:		ECL Portsmo	uth								
58 Elizabeth River Mid Tun	0.65	49000	N	94%	1%	2% 1%	3%	0%	Ν	0.094	Ν	0.507	51000	N	2002
$\bigcirc$				Ta		SR 337									
58 337 Brambleton Ave	0.26	30000	G	96%	0%	1% 1%	1%	0%	F	0.08	F	0.513	33000	G	2002
(30)				To:											
58 (337) Brambleton Ave	0.83	41000	G	96%	0%	Colley Ave	1%	0%	F	0.080	F	0.692	46000	G	2002
Brambleton Ave	0.00	71300	3		J /0		1 /0	J 70	'	0.000	'	0.002	-5000	5	2002
	0.47	0500	_	From:	001	E SR 337	407	201	_	0.1	_	0.070	0000		
[58]	0.17	8500	G	94%	2%	2% 1%	1%	0%	F	0.1	F	0.876	8900	G	2002
~~				To: From:		Olney Rd									-
(58) Va Beach Blvd	0.07	5900	G	94%	2%	2% 1%	1%	0%	F	0.086	F	0.658	6200	G	2002
~				From:		Boush Stree	et								
58 Va Beach Blvd	0.24	6700	G	94%	2%	2% 1%	1%	0%	F	0.092	F	0.620	7100	G	2002
				To:		Monticello A									
58 Va Beach Blvd	0.70	12000	G	94%	2%	2% 1%	1%	0%	С	0.094	F	0.647	13000	G	2002
Va Beach Blvd	0.70	.200	•	J-770	<b>-</b> /0				O	0.004	1	0.047	10000	J	2002
	0.50	40000		From:	001	SR 168 Tidewat		201		0.000		0.001	40000		0000
58 Va Beach Blvd	0.53	18000	G	94%	2%	2% 1%	1%	0%	F	0.090	F	0.601	19000	G	2002
				To-		Park Ave									

					INC	DITOIK IVIE	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk											. 1001		. 40101			
S8 Va Beach Blv	d 0.96	18000	G	From: 94%	1%	2%	ark Ave 1%	2%	0%	С	0.083	F	0.578	18000	G	2002
58 Va Beach Blv	u 0.90	10000	G	34 /0	1 /0				0 70	C	0.003	•	0.576	10000	G	2002
58 Va Beach Blv	d 0.88	33000	G	From: 94%	1%	2%	Ballentine E  1%	2%	0%	F	0.082	F	0.550	35000	G	2002
(56) Va Bodon Bive	0.00	00000	Ū	To:	1,70					•	0.002	·	0.000	00000	Ū	2002
58 Va Beach Blv	d 1.35	33000	G	From: 94%	1%	2%	a Garden Ro	2%	0%	F	0.088	F	0.637	35000	G	2002
(36)				To:	.,,		Military Hy			-	0.000	•	0.00.			
58 Va Beach Blv	d 0.79	34000	G	98%	0%	1%	0%	1%	0%	F	0.085	F	0.524	35000	G	2002
38)				To			Kempsville									
58 Va Beach Blv	d 0.93	31000	G	From: 98%	0%	1%	0%	1%	0%	С	0.086	F	0.551	33000	G	2002
				To:	W	CL Va Bea	ich @ New	town Rd								
				From:		ECI	Hampton									
60 (64)	0.09				S	ee I-64 f	or direction	onal tra	ffic volui	me est	imates fo	or this	segment.			
$\sim$ $\sim$	Combined Traffic	95000	G	94%	0%	2%	1%	3%	0%	F	0.078	F		95000	G	
~~~				From:			yville St									
60 64	1.74		_	0.101									segment.		_	
<u> </u>	Combined Traffic	89000	G	94% To:	0%	2% 4th	1% View St	3%	0%	F	0.076	F	0.510	89000	G	
				From:		40	I-64									
60 4th View Stree	et 0.25	8200	G	94%	1%	3%	2%	1%	0%	F	0.090	F	0.527	8600	G	2002
	Combined Traffic	. 0	G	_							0.090	F	0.527	0	G	
				To: From:			View Ave E	ast								
60 Ocean View A	ve East 1.42	12000	G	96%	1%	1%	1%	1%	0%	F	0.095	F	0.587	13000	G	2002
	Combined Traffic	. 0	G								0.095	F	0.587	0	G	
				To: From:		SR 194 C	hesapeake l	Blvd								
60 Ocean View A	ve East 2.09	16000	G	96%	1%	1%	1%	1%	0%	С	0.084	F	0.618	17000	G	2002
$\overline{}$				To: From:		5t	h Bay St		-							
60 Ocean View A	ve East 0.99	16000	G	96%	1%	1%	1%	1%	0%	F	0.077	F	0.509	17000	G	2002
<u></u>				To: From:		21	st Street									
60 Shore Dr	0.88	22000	G	97%	1%	1%	0%	1%	0%	С	0.085	F	0.511	23000	G	2002
				To: From:		SR 170 I	Little Creek	Rd								
60 Shore Dr	0.97	27000	G	97 <u>%</u>	0%	2%	0%	0%	0%	F	0.089	F	0.586	28000	G	2002
<u> </u>				To:			'irginia Bea	ch								
~~~ ^~~ \	4.00	44000	_	From:	00/		-64 W	40/	00/		0.000		0.004	40000		2222
60 Ocean View A		11000	G	96%	0%	2%	0%	1%	0%	С	0.093	F	0.624	12000 0	G G	2002
	Combined Traffic	. 0	G	To:		4T1	n View St				NA			U	G	
East				From:			Hampton		<u>.</u>							
64)	0.09	46000	G	94%	0%	2%	1%	3%	0%	F	0.078	F		46000	G	2002
	Combined Traffic	95000	G	94%	0%	2%	1%	3%	0%	F	0.078	F		95000	G	
F4				To: From:		Ba	yville St									
East 64	1.74	44000	G	94%	0%	2%	1%	3%	0%	F	0.077	F		44000	G	2002
04)	Combined Traffic		G	94%	0%	2%	1%	3%	0%	, F	0.076	, F	0.510	89000	G	2002
				To			View St	2,0		•		•				
East 64	4.00	00000		From:	001			001		_	0.000			00000		0000
64)	1.30	39000	G	94%	0%	2%	1%	3%	0%	F	0.080	F	0.503	39000	G	2002
	Combined Traffic	80000	G	94%	0%	2%	1%	3%	0%	F	0.073	F	0.507	80000	G	
East				To: From:		Е	Bay Ave									
64	1.09	46000	G	94%	0%	2%	1%	3%	0%	F	0.081	F		46000	G	2002
$\sim$	Combined Traffic	94000	G	94%	0%	2%	1%	3%	0%	F	0.076	F	0.54	94000	G	
				To:		Nev	w Gate Rd									

					INC	JI TOIK IVIC	inician	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk				From:		Nev	v Gate Rd		ī							
East 64	0.31	49000	G	94%	0%	2%	1%	3%	0%	F	0.084	F		49000	G	2002
<u>.,</u>	Combined Traffic:	89000	G	94%	0%	2%	1%	3%	0%	F	0.084	F		89000	G	
				To:		1 564 HS	S 460 Gran	by St	1							
East	4.00		_	From:	00/				20/	_	0.000	_		00000	_	0000
64	1.38	60000	G	91%	0%	2%	1%	6%	0%	F	0.096	F		60000	G	2002
	Combined Traffic:	122000	G	91%	0%	2%	1%	6%	0%	F	0.096	F		122000	G	
East				From:		SR 168	Tidewater	Dr								
64)	1.04	59000	G	91%	0%	2%	1%	6%	0%	F	0.09	F		59000	G	2002
	Combined Traffic:	103000	G	91%	0%	2%	1%	6%	0%	F	0.09	F		103000	G	
				To: From:		SR 194 C	hesapeake	Blvd								
East 64	1.00	66000	G	91%	0%	2%	1%	6%	0%	F	0.087	F		66000	G	2002
64)	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	0.087	F		137000	G	2002
	Combined Traine.	107000	•	To:	070				070	•	0.007	•		107000	Ü	
East				From:			Norview A						_		_	
64	1.26	75000	G	91%	0%	2%	1%	6%	0%	F -	0.088	F		75000	G	2002
<u> </u>	Combined Traffic:	143000	G	91%	0%	2%	1%	6%	0%	F	0.088	F		143000	G	
East				To: From:		SR 165	Military I	łwy								
64)	1.19	63000	G	91%	0%	2%	1%	6%	0%	F	0.089	F		63000	G	2002
	Combined Traffic:	138000	G	91%	0%	2%	1%	6%	0%	F	0.089	F		138000	G	
				To:	US	13 SR 166	5 Northam	pton Blvd	1							
East	1.74	71000	G	91%	0%	2%	1%	6%	0%	F	0.085	F		71000	G	2002
64	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	0.085	F		149000	G	2002
	Combined Trainc.	149000	G	9170	076			070	070	г	0.065	г		149000	G	
East				From:			I-264									
64)	1.34	75000	G	91%	0%	2%	1%	6%	0%	F	0.094	F		75000	G	2002
	Combined Traffic:	144000	G	91%	0%	2%	1%	6%	0%	F	0.094	F		145000	G	
				To:		WCL V	'irginia Be	ach								
ity of Virginia Be	ach			From:		EC	L Norfolk		ī							
East	1.35	75000	G	91%	0%	2%	1%	6%	0%	F	0.094	F		75000	G	2002
64	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	0.094	F		145000	G	2002
				To:			n River Re			•	0.00	•				
East				From:												
64	1.57	64000	G	91%	0%	2%	1%	6%	0%	F -	0.088	F		64000	G	2002
	Combined Traffic:	126000	G	91% To:	0%	2%	1% Chesapeak	6%	0%	F	0.088	F		126000	G	
						ECL	Chesapear	ie .	J							
City of Chesapeake East	2			From:		WCL V	'irginia Be	ach	Ī							
East 64	0.98	64000	G	91%	0%	2%	1%	6%	0%	F	0.088	F		64000	G	2002
	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	0.088	F		126000	G	
				To: From:		Greenh	orier Parkv	vav.	1							
East 64)	4.40	04000	_		00/				00/	_	0.00	_		04000	0	0000
64)	1.49	61000	G	91%	0%	2%	1%	6%	0%	F	0.09	F		61000	G	2002
	Combined Traffic:	117000	G	91%	0%	2%	1%	6%	0%	F	0.09	F		117000	G	
				From:		SR 168 E	Battlefield	Blvd								
										_	0.000					
	1.22	56000	G	91%	0%	2%	1%	6%	0%	F	0.096	F		56000	G	2002
	1.22 Combined Traffic:		G G		0% 0%	2% 2%	1% 1%	6% 6%	0% 0%	F F	0.096	F F		56000 110000	G G	2002
East 64				91% 91%		2%	1%									2002
East 64	Combined Traffic:	110000	G	91% 91%	0%	2%	1% I-464	6%	0%	F	0.096	F		110000	G	2002
East 64		110000 39000		91% 91%		2%	1%									2002

					No	orfolk Ma	intenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Tru			- QC	Peak	QK	Dir	AAWDT	QW	Year
	_					2Axle	3+Axle	1Trail	2Trail		Hour		Factor			
City of Chesapeake East				From:	US 1	7 George	Washingto	n Highwa	y							
<del>64</del>	1.46	29000	G	91%	0%	2%	1%	6%	0%	F	0.111	F		29000	G	2002
	Combined Traffic:	62000	G	91%	0%	2%	1%	6%	0%	F	0.111	F		62000	G	
East				To: From:	US	3 13 US 46	0 Military	Highway	-							
(64)	2.31	37000	G	91%	0%	2%	1%	6%	0%	F	0.093	F		37000	G	2002
	Combined Traffic:	73000	G	91%	0%	2%	1%	6%	0%	F	0.092	F	0.511	74000	G	
				To:		I-2	64, I-664									
City of Norfolk				From:	D <sub>o</sub>	egin Revers	sible Lene	A+ I 564	1							
Rev 64	5.99	21000	F	100%	0%	0%	0%	0%	0%	С	0.160	F		21000	F	2002
04)	Combined Traffic:	0	F								NA			0	F	
				To: From:		Ramp	To I-64 E	В								
Rev	2.18	18000	F	100%	0%	0%	0%	0%	0%	С	0.158	F		18000	F	2002
64	Combined Traffic:	0	F	10070	0 70	070	0 70	070	070	Ü	NA	•		0	F	2002
			•	То:	,	Temp End	Reversible	e Lane							•	
West				From:		ECI	Hampton									
64)	0.17	48000	G	94%	0%	2%	1%	3%	0%	F	0.071	F		48000	G	2002
	Combined Traffic:	95000	G	94%	0%	2%	1%	3%	0%	F	NA			95000	G	
West				To: From:		Ва	yville St									
(64)	2.00	45000	G	94%	0%	2%	1%	3%	0%	F	0.082	F		45000	G	2002
	Combined Traffic:	89000	G	94%	0%	2%	1%	3%	0%	F	NA			89000	G	
West				To: From:		4th	View St		-							
(64)	0.80	42000	G	94%	0%	2%	1%	3%	0%	F	0.076	F		42000	G	2002
	Combined Traffic:	80000	G	94%	0%	2%	1%	3%	0%	F	NA			80000	G	
NAZ - 1				To: From:		Е	ay Ave		1							
West 64	0.90	47000	G	94%	0%	2%	1%	3%	0%	F	0.071	F		47000	G	2002
04	Combined Traffic:	94000	G	94%	0%	2%	1%	3%	0%	F	NA	•		94000	G	
				To: From:		Nev	v Gate Rd									
West	1.26	40000	G	94%	0%	2%	1%	3%	0%	F	0.073	F		40000	G	2002
64	Combined Traffic:	89000	G	94%	0%	2%	1%	3%	0%	F	NA	•		89000	G	2002
				To:			3 460 Gran			-						
West	0.00	60000	•	From:	00/			_	00/	_	0.407	_		00000	0	2002
64	0.92 Combined Traffic:	62000	G G	91% 91%	0% 0%	2% 2%	1% 1%	6% 6%	0% 0%	F F	0.107 NA	F		62000 122000	G G	2002
	Combined Trainc.	122000	G		0 /0				0 70		INA			122000	G	
West				From:			Tidewater			_		_			_	
64	0.98	43000	G	91%	0%	2%	1%	6% 6%	0%	F	0.118	F		43000	G	2002
	Combined Traffic:	103000	G	91%	0%	2%	1%	6%	0%	F	NA			103000	G	
West				From:		SR 194 C			-							
64	0.96	72000	G	91%	0%	2%	1%	6%	0%	F	0.088	F		72000	G	2002
~	Combined Traffic:	137000	G	91%	0%	2%	1%	6%	0%	F	NA			137000	G	
West				From:		SR 247	Norview A	Ave								
64)	1.24	68000	G	91%	0%	2%	1%	6%	0%	F	0.088	F		68000	G	2002
	Combined Traffic:	143000	G	91%	0%	2%	1%	6%	0%	F	NA			143000	G	
West				To: From:		SR 165	Military F	Iwy	-							
64	1.07	75000	G	91%	0%	2%	1%	6%	0%	F	0.093	F		75000	G	2002
	Combined Traffic:	138000	G	91%	0%	2%	1%	6%	0%	F	NA			138000	G	
\\\+				To: From:	US	13, SR 16	6 Northam	pton Blvd								
West 64	2.20	77000	G	91%	0%	2%	1%	6%	0%	F	0.094	F		77000	G	2002
04)	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	NA	•		149000	G	_002
				To:			I-264									
				•												

					No	orfolk Ma	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
West	0.83	69000	G	91%	0%	2%	I-264 1%	6%	0%	F	0.089	F		70000	G	2002
64	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F		Г		145000	G	2002
	Combined Franc.	144000	G	9170 To:	076		irginia Bea		070	Г	NA			145000	G	
City of Virginia B	each															
West	4 75			From:	00/		L Norfolk	00/	00/	_	0.000	_		70000	_	0000
64	1.75	69000	G	91%	0%	2%	1%	6%	0%	F	0.089	F		70000	G	2002
	Combined Traffic:	144000	G	91%	0%	2%	1%	6%	0%	F	0.094	N		145000	G	
West				From:		India	ın River Rd									
64)	1.17	62000	G	91%	0%	2%	1%	6%	0%	F	0.086	F		62000	G	2002
	Combined Traffic:	126000	G	91%	0%	2%	1%	6%	0%	F	NA			126000	G	
				To:		ECL	Chesapeak	2								
City of Chesaneak	ке			From:		WCL V	irginia Bea	ch								
West 64	0.89	62000	G	91%	0%	2%	1%	6%	0%	F	0.086	F		62000	G	2002
<u></u>	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	0.088	N		126000	G	
NA/ 1				To: From:			orier Parkw		<del></del> -					<del>-</del>		
West 64	1.78	56000	G	91%	0%	2%	1%	6%	0%	F	0.095	F		56000	G	2002
64	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	NA	•		117000	G	2002
	Combined Traine.			To:	070		Battlefield I				10.1			111000		
West				From:	201											
64)	0.82	54000	N	91%	0%	2%	1%	6%	0%	N	0.098	N		54000	N	2002
	Combined Traffic:	110000	N	91%	0%	2%	1%	6%	0%	N	NA			110000	N	
West				To: From:			US 17									
64)	0.49	54000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		54000	G	2002
	Combined Traffic:	110000	G	91%	0%	2%	1%	6%	0%	F	NA			110000	G	
West				From:			I-464									
64	0.41	34000	G	91%	0%	2%	1%	6%	0%	F	0.105	F		34000	G	2002
04)	Combined Traffic:		G	91%	0%	2%	1%	6%	0%	F	NA	·		73000	G	
- <del></del>				т			reat Bridge									
West	2.00	20000	_	From:					00/	_	0.000	_		20000	0	2002
64	3.86	39000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		39000	G	2002
	Combined Traffic:	78000	G	91%	0%	2%	1%	6%	0%	F	NA			78000	G	
West				From:			ge Washing	*								
64)	1.86	33000	G	91%	0%	2%	1%	6%	0%	F	0.104	F		33000	G	2002
$\sim$	Combined Traffic:	62000	G	91%	0%	2%	1%	6%	0%	F	NA			62000	G	
West				From:	J	JS 13, US	460 Militar	y Hwy								
64	1.65	36000	G	91%	0%	2%	1%	6%	0%	F	0.098	F		37000	G	2002
	Combined Traffic:	73000	G	91%	0%	2%	1%	6%	0%	F	NA			74000	G	
				To:		I-2	64, I-664									
City of Portsmout	th			r 1					-							
Gorgo Wa	schington Hur 0.26	18000	G	96%	0%	US 17 I 1%	Frederick B 1%	lvd 2%	0%	F	0.092	F	0.669	18000	G	2002
George Wa	ashington Hw 0.36	10000	G	90%	U%				U%	Г	0.092	٢	0.009	10000	G	2002
Coargo Ma	ophington U. 0.40	14000		From:	00/		37 Elm Ave		00/		0.000	г	0.74	14000	G	2002
(141) George Wa	ashington Hw 0.48	14000	G	96%	0%	1%	1%	2%	0%	F	0.089	F	0.71	14000	G	∠00∠
Effinahara (	Ct 0.70	24000		From:	00/		mouth Blvc		00/		0.002		0.640	24000		2002
141 Effingham S	St 0.76	24000	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.619	24000	G	2002
	0, 10	07000		From:	001		I-264	00/	001		0.07.	_	0.533	07000		0000
141 Effingham	St 0.18	37000	G	96%	0%	1%	1%	2%	0%	F	0.074	F	0.577	37000	G	2002
	04 05	04000		From:	101		South St	401	001		0.0==		0.500	00000		0000
141 Effingham S	St 0.25	31000	G	97%	1%	1%	1%	1%	0%	F	0.077	F	0.538	32000	G	2002
				To:		J	High St									

					No	orfolk Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
	0.00		_	From:	40/	High St	40/	00/	_	0.070	_	0.540	07000	_	0000
141 Effingham St	0.06	25000	G	97%	1%	1% 1% London Blvd	1%	0%	F	0.079	F	0.516	27000	G	2002
				From:		Effingham St									
(141) London Blvd	0.33	23000	G	97%	1%	1% 1%	1%	0%	F	0.09	F	0.709	24000	G	2002
				To:		Elm Ave									
(141) London Blvd	0.83	26000	G	97%	1%	1% 1%	1%	0%	С	0.091	F	0.704	27000	G	2002
141) ===================================	0.00			To:	. , ,	M L King Freew			•	0.00	•	00.			
				From:		ECL Suffolk	,								
(164) Western Freeway	0.88	34000	G	94%	0%	1% 2%	3%	0%	F	0.093	F	0.528	34000	G	2002
164 Western Freeway	0.00	0-1000	Ū	- 70	070			070	•	0.000	•	0.020	01000	Ü	2002
	4.07		_	From:	00/	Towne Point Ro			_	0.400		0.007	0.4000		0000
(164) Western Freeway	4.07	28000	Α	96% To:	0%	1% 1%	2%	0%	С	0.102	Α	0.637	31000	Α	2002
				10.		East End of Brid	ge								
City of Chesapeake				From:	DIIG	110 15 C W 1									
Coder Dd	2.40	42000	_			US 17 George Wash			0	0.005	_	0 505	14000	_	2002
(165) Cedar Rd	2.40	13000	F	98%	1%	1% 0%	0%	0%	С	0.085	F	0.585	14000	F	2002
				From:		West Rd									
( <sub>165</sub> )Cedar Rd	1.29	10000	F	98%	1%	1% 0%	0%	0%	F	0.089	F	0.604	11000	F	2002
				To: From:	US	S 17; SR 104 Domini	ion Blvd								
(165) Cedar Rd	0.28	21000	F	98%	0%	1% 0%	0%	0%	С	0.087	F	0.552	22000	F	2002
				To:		D-II- M:II D I W									
(165) Cedar Rd	2.01	21000	F	98%	0%	Bells Mill Rd We	0%	0%	F	0.088	F	0.553	22000	F	2002
165 Cedal Rd	2.01	21000	Г	90%	070	170 070	0%	0%	Г	0.000	Г	0.555	22000	Г	2002
				From:		31-8798 Bells Mill F		-							
(165) Cedar Rd	1.73	22000	F	98%	0%	1% 0%	0%	0%	F	0.076	F	0.506	23000	F	2002
				To	F	Bus SR 168 Battlefiel	ld Blvd	ŀ							
Bus Dottlefield Blvd	0.26	20000	F	000/	0%			00/	0	0.077	_	0.517	21000	_	2002
165 168 Battlefield Blvd	0.26	29000	Г	98%	U%	1% 1%	1%	0%	С	0.077	F	0.517	31000	F	2002
				From:		US SR 168 Battlefie									
(165) Mt Pleasant Rd	0.75	17000	F	97%	0%	1% 2%	1%	0%	F	0.092	F	0.579	18000	F	2002
				To: From:	S	R 168 Great Bridge	Bypass								
(165) Mt Pleasant Rd	2.57	16000	F	97%	0%	1% 2%	1%	0%	С	0.093	F	0.562	17000	F	2002
100				To:	11	21 966 Ct:II- T									
165 Mt Pleasant Rd	4.53	9600	F	From: 97%	0%	1% 1%	urnpike 1%	0%	С	0.096	F	0.510	10000	F	2002
165 Wit Pleasant Ru	4.55	9600	Г	97%	U%	170 170	170	0%	C	0.096	Г	0.518	10000	Г	2002
				To: From:	13	1-8667 Fentress Air	field Rd								
(165) Mt Pleasant Rd	0.91	9300	F	97 <u>%</u>	0%	1% 1%	1%	0%	F	0.101	F	0.579	9800	F	2002
				To:		WCL Virginia Be	ach								
City of Norfolk															
				From:		rginia Beach, SR 403									
(165) Kempsville Rd	1.00	23000	G	98%	0%	1% 0%	1%	0%	С	0.095	F	0.675	25000	G	2002
				To: From:	1	US 58 Virginia Beac	h Blvd								
(165) Kempsville Rd	1.70	13000	G	98%	0%	1% 0%	1%	0%	F	0.098	F	0.534	13000	G	2002
				To:			vd.								
165) 13 Northampton Blvd	0.10	43000	N	From: 95%	1%	Northampton Blv 2% 1%	1%	0%	N	0.079	N	0.544	46000	N	2002
165 13 Northampton Blvd	0.10	73000	14	93 76 To:	1 /0	SR 166 US13	1 /0	J /0	14	0.018	14	0.044	70000	IN	2002
				From:		SR 166; US13									
(165) Military Hwy North	0.62	48000	G	96%	1%	1% 0%	1%	0%	F	0.081	F	0.512	51000	G	2002
				To		I-64									
165 Military Hwy North	0.60	33000	G	From: 96%	1%	1% 0%	1%	0%	F	0.101	F	0.533	35000	G	2002
105 William y Flwy North	5.00	55000	3	JU /0				J /0	'	0.101	'	0.000	55000	J	2002
				From:		SR 192 Azalea Gard					_				
165 Military Hwy North	0.39	28000	G	96%	1%	1% 0%	1%	0%	С	0.088	F	0.525	30000	G	2002
				To: From:		SR 247 Norview A	Ave								
(165) Military Hwy North	1.65	24000	G	96%	1%	1% 0%	1%	0%	F	0.087	F	0.504	25000	G	2002
				To:											
165 Military Hwy	0.12	36000	G	From: 96%	1%	SR 170 Little Creel	1%	0%	F	0.079	F	0.545	38000	G	2002
105) William y I Iwy	U. 1Z	55000	9	90 76 To:		SR 194; Chesapeake		J /0	1	0.018	'	0.540	30000	J	2002
-						on 177, Chesapeakt	שויע								

					No	orfolk Ma	intenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
165 Little Creek Rd	0.58	26000	G	96%	1%	SR 194; ( 2%	1%	1%	0%	F	0.080	F	0.565	28000	G	2002
165 Little Creek Rd	0.86	26000	G	From: 96%	1%	idewater & 2%	1%	Point Rd 1%	0%	F	0.082	F	0.571	28000	G	2002
165 Little Creek Rd	0.36	32000	G	From: 96%	1%	2%	I-64 1%	1%	0%	F	0.081	F	0.539	34000	G	2002
165 Little CreekRd	1.19	23000	G	From: 97%	1%	US 46 1%	0 Granby 1%	1%	0%	С	0.089	F	0.589	24000	G	2002
165 Little Creek Rd	0.78	18000	G	From: 97%	1%	1%	1%	1%	0%	F	0.089	F	0.647	19000	G	2002
				10.		SR 337	Hampton l	Blvd	<u> </u>							
City of Chesaneake	2.05	2000	_	From:		S 17; SR 1			00/		0.400		0.040	4400		2002
166 Bainbridge Blvd	2.05	3800	F	87%	1%	2% SR 190 G		5% e Blvd	0%	F	0.102	F	0.616	4100	F	2002
166 Bainbridge Blvd	0.69	7900	F	87% To:	1%		6% Military H		0%	С	0.094	F	0.530	8500	F	2002
166 460 Bainbridge Blvd	1.99	10000	F	97%	0%	1%	1%	1%	0%	F	0.079	F	0.547	11000	F	2002
166 460 Bainbridge Blvd	0.81	9200	F	97% To:	0%	1%	1% Poindexte	1%	0%	С	0.077	F	0.575	9700	F	2002
166 (460) Poindexter St	0.56	8800	F	96%	0%		oridge Blv 1%		0%	С	0.099	F	0.622	9300	F	2002
166 (460) 22nd St	0.39	6000	F	From: 96%	0%	1%	berty St 1%	2%	0%	F	0.11	F	0.725	6400	F	2002
<u> </u>				To:		SC	L Norfolk									
City of Norfolk				From:		NCL	Chesapeal	ke	I							
166 460 Wilson Rd	0.65	8300	G	96% To:	0%	1%	1% ostella Av	2%	0%	F	0.091	F	0.558	8700	G	2002
				From:		W	ilson Rd									
166 460 Campostella Rd	0.73	37000	G	94%	1%	2%	1%	2%	0%	F	0.09	F	0.68	39000	G	2002
166 460 Brambleton Ave	0.30	37000	G	94%	1%	2%	nball Terr 1%	2%	0%	С	0.085	F	0.644	39000	G	2002
166 Park Ave	0.45	17000	G	From: 97%	1%	BRAME 1%	1%	AVE 1%	0%	С	0.077	F	0.518	18000	G	2002
166 Park Ave	0.14	15000	G	From: 97%	1%	US 58 V 1%	a Beach I	Blvd 1%	0%	F	0.083	F	0.519	16000	G	2002
166 Princess Anne Rd	0.65	19000	G	From: 96%	1%	Prince	ess Anne F	Rd 1%	0%	F	0.075	F	0.547	21000	G	2002
100)				To:	. / 0		rimac Ave			-		•				
Princess Anne Rd	0.30	18000	G	96%	1%	2%	1%	1%	0%	F	0.078	F	0.560	19000	G	2002
166 Princess Anne Rd	0.95	21000	Α	96%	1%	2%	1%	1%	0%	Α	0.095	Α	0.509	23000	Α	2002
166 Princess Anne Rd	1.46	22000	G	96% To:	1%	2%	a Garden I  1%  Military H	1%	0%	F	0.077	F	0.617	24000	G	2002
166) (13) Northampton Blvd	0.10	43000	N	From: 95%	1%	MILIT 2%	ARY HW	/Y 1%	0%	N	0.079	N	0.544	46000	N	2002
$\overline{}$				To: From:		SR 165 P										
166 13 Northampton Blvd	0.78	40000	G	95%	0%	2%	Military I	3%	0%	F	0.087	F	0.644	40000	G	2002
166 13 Northampton Blvd	0.20	92000	G	95% <sub>To:</sub>	0%	2% US 13; CI	I-64 0% Virginia	3% Beach	0%	F	0.080	F	0.575	92000	G	2002
						UU 13, CI	v ii giiii a	Deach								

						orfolk Maintenai									
Route	Length	AADT	QA	4Tire	Bus	T 2Axle 3+Axl	ruck e 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				r 1											
168) Battlefield Blvd	1.79	20000	Α	95%	0%	North Carolina Sta	te Line 2%	0%	Α	0.181	Α	0.519	18000	Α	2002
168 Battlefield Blvd	1.75	20000	^	70 70				070	^	0.101	^	0.515	10000		2002
168 Toll Road	6.11	NA		From:		BUS SR 168 Battlef	ield Blvd			NA			NA		
168) Foll Road	0.11			To:		F., J.T. II D.,	. 1								
168 Great Bridge Bypass	1.76	NA		From:		End Toll Roa	ad			NA			NA		
100 Groat Bridge Bypace	0			To:		DUG CD 160 D W	* 11DL 1	1							
168 Great Bridge Bypass	0.20	18000	F	From:		BUS SR 168 Battlef	ield Blvd			0.096	F	0.592	18000	F	2002
168 Great Bridge Bypass	0.20		•	Tai						0.000	•	0.002	10000	•	2002
168 Great Bridge Bypass	1.50	40000	F	From: 95%	0%	Hanbury Ro	2%	0%	F	0.102	F	0.78	36000	F	2002
100) Groat Bridge Bypace	1.00	10000	•	To:	070			0,0	•	0.102	•	0.70	00000	•	2002
168 Great Bridge Bypass	2.49	54000	F	95%	0%	SR 165 Mt Pleas 2% 2%	ant Rd 2%	0%	F	0.092	F	0.691	48000	F	2002
168 Great Bridge Bypass	2.43	34000	•	9570				070	'	0.032	'	0.031	40000	'	2002
168 Oak Grove Connector	1.82	53000	F	From: 95%	0%	SR 168 Bus Battleft 2% 2%	eld Blvd 2%	0%	F	0.089	F	0.641	47000	F	2002
168 Cak Grove Connector	1.02	53000	г	95%	0%		270	070	Г	0.069	Г	0.041	47000	Г	2002
100 (51)	0.82			From:		I-64 see I-64 for direc	tional tra	ffic volum	ma oot	imatos fo	r this	saamont			
168 64 Combine		110000	N	91%	0%	2% 1%	tional tra 6%	mic volur 0%	ne est N	MA	ภ แบร	əcyment.	110000	N	
Combine	u IIallic.	110000	IN	J 170	U 70			U 7/0	IN	INA			110000	14	
168 Battlefield Blvd	0.73	38000	В	From: 96%	0%	I-64; US 17 2% 1%	1%	0%	Α	0.114	Α	0.500	39000	В	2002
168 Battlefield Blvd	0.73	30000	В	90 /6	0 70			0 70	^	0.114	^	0.500	39000	ь	2002
168 Battlefield Blvd	0.47	26000	F	From: 96%	0%	US 13 Military 2% 1%	Hwy 1%	0%	F	0.086	F	0.523	27000	F	2002
168 Battlefield Blvd	0.47	26000	г	90%	0%			070	Г	0.000	Г	0.523	27000	Г	2002
	0.40	40000		From:	00/	Campostella		00/		0.004		0.004	40000		2002
168 Atlantic Ave	0.42	18000	F	96%	0%	2% 1%	1%	0%	F	0.094	F	0.604	19000	F	2002
A41	4.40	47000		From:	00/	Providence F		00/		0.000		0.0	47000		0000
168 Atlantic Ave	1.16	17000	F	96%	0%	2% 1%	1%	0%	F	0.096	F	0.6	17000	F	2002
				From:		Old Atlantic Av									
168 Atlantic Ave	0.39	10000	F	96%	0%	2% 1%	1%	0%	F	0.094	F	0.662	11000	F	2002
				From:		SR 246 Liberty									
168	0.35	19000	F	96%	0%	2% 1%	1%	0%	F	0.09	F	0.643	20000	F	2002
				To:		SCL Norfol	K								
City of Norfolk				From:		SCL Norfol	l <sub>r</sub>								
168 Campostella Rd	0.52	18000	G	96%	0%	2% 1%	1%	0%	F	0.09	F	0.686	19000	G	2002
100)				To:											
168 Campostella Rd	0.26	27000	G	96%	0%	SR 407 Indian Ri 2% 1%	1%	0%	F	0.095	F	0.721	28000	G	2002
100) 64	0.20		•	To:	0,0	US 460 Wilson			•	0.000	•				
				From:		Wilson Rd									
168 460 Campostella Rd	0.73	37000	G	94%	1%	2% 1%	2%	0%	F	0.09	F	0.68	39000	G	2002
<del>~~</del>				From:		Kimball Ter									
168 460 Brambleton Ave	0.30	37000	G	94%	1%	2% 1%	2%	0%	С	0.085	F	0.644	39000	G	2002
<u>~~</u>				To: From:		Park Ave									
168 (460) Brambleton Ave	0.40	30000	G	94%	1%	2% 1%	2%	0%	F	0.078	F	0.594	31000	G	2002
<u>~</u>				To: From:		Brambleton A	ve								
168 Tidewater Dr	0.31	28000	G	97%	0%	1% 0%	1%	0%	F	0.085	F	0.502	30000	G	2002
<u></u>				To: From:		US 58 Va Beach	Blvd								
168 Tidewater Dr	0.89	27000	G	97%	0%	1% 0%	1%	0%	F	0.084	F	0.524	29000	G	2002
				To: From:		Lindenwood A	Ave								
168 Tiderwater Dr	0.81	26000	G	97%	0%	1% 0%	1%	0%	F	0.088	F	0.525	27000	G	2002
				To: From:		Cromwell D	r								
168 Tiderwater Drive	1.03	34000	Α	97%	0%	1% 0%	1%	0%	С	0.102	Α	0.568	35000	Α	2002
				т.,		Norview Av									
168 Tidewater Dr	1.15	30000	G	97%	0%	1% 0%	1%	0%	F	0.09	F	0.521	32000	G	2002
,				To:		I-64									

					N	ortolk ivia	untenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk																
				From:	10/	101	I-64	10/	20/	_		_				
168 Tidewater Dr	0.56	27000	G	97%	1%	1%	0%	1%	0%	F	0.099	F	0.623	28000	G	2002
				To: From:			ittle Creel		-							
168 Tidewater Dr	1.29	17000	G	97%	1%	1%	0%	1%	0%	С	0.088	F	0.597	18000	G	2002
<u>~</u>				To: From:		Bay '	View Blvd		-							
(168) Tidewater Dr	1.01	13000	G	97%	1%	1%	0%	1%	0%	F	0.087	F	0.604	13000	G	2002
				To: From:		US 46	0 Granby S	St								
168 Tidewater Dr	0.75	6000	G	97%	1%	1%	0%	1%	0%	F	0.146	F	0.709	6300	G	2002
				To:		US 60 Oc	cean View	Ave								
City of Chesapeake																
Bus			_	From:			SR 168			_		_			_	
168 Battlefield Blvd	2.70	11000	F	95%	0%	2%	2%	2%	0%	F	0.084	F	0.629	11000	F	2002
Bus				To: From:		India	n Creek Ro	i	-							
168 Battlefield Blvd	1.55	15000	F	95%	0%	2%	2%	2%	0%	F	0.089	F	0.570	15000	F	2002
100)				To:		Conto	rville Tnp	l <sub>r</sub>								
Bus				From:												
168 Battlefield Blvd	3.78	15000	F	95%	0%	2%	2%	2%	0%	F	0.098	F	0.512	16000	F	2002
Dura				To:		Great B	Bridge Bypa	ass								
Bus 168 Battlefield Blvd	1.98	7000	F	98%	0%	1%	1%	1%	0%	F	0.082	F	0.638	7500	F	2002
168 Battlefield Blvd	1.00	7000	•	To:		. 165 South;				•	0.002	•	0.000	7000	•	2002
Bus				From:		165 South;										
168 Battlefield Blvd	0.26	29000	F	98%	0%	1%	1%	1%	0%	С	0.077	F	0.517	31000	F	2002
				To- From:		SR 165 No	orth: Cedar	Road								
Bus Dattlefield Divid	4.04	22000	_	·	00/				00/	_	0.074	_	0.54	24000	_	2002
168 Battlefield Blvd	1.24	32000	F	98%	0%	1%	1%	1%	0%	F	0.074	F	0.51	34000	F	2002
Bus				From:		SR 190 Gr	reat Bridge	Blvd								
168 Battlefield Blvd	0.17	33000	F	98%	0%	1%	1%	1%	0%	F	0.082	F	0.522	35000	F	2002
				To:		SR 168 Gre	at Bridge	Rynass								
Bus	0.70	40000	_	From:					00/	_	0.005	_	0.000	40000	_	0000
168	2.72	40000	F	98% To:	0%	1%	1%	1%	0%	F	0.085	F	0.638	43000	F	2002
				10.		1-64	4; SR 168									
City of Norfolk				From:		CD 165 N	I Military	(Ivva)								
170 Little Creek Rd	1.08	26000	G	97%	0%	1%	Military 1	1%	0%	F	0.076	F	0.538	28000	G	2002
170 Little Creek Rd	1.00	20000	Ŭ		0 70			170		•	0.070	•	0.000	20000	Ü	2002
Little Creek Del	0.40	04000	_	From:	00/		orin Drive	40/	00/	_	0.000	_	0.50	25000	0	2002
170 Little Creek Rd	0.48	24000	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.52	25000	G	2002
				From:		SR 192 Az			-							
170 Little Creek Rd	1.09	21000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.552	22000	G	2002
				To:		US 60	Shore Driv	ve								
City of Chesapeake				From:		CD 1667	nation 1 1 1 1 1	DI 1	Т							
190 Great Bridge Blvd	1.13	4500	F	81%	2%	SR 166 B 2%	Sainbridge 1	Blvd 3%	0%	С	0.099	F	0.534	4700	F	2002
190 Oreat Bridge Bivu	1.13	-500	г	0170	∠ 70	∠ 70		J /0	U /0	C	0.033	1.	0.554	+100	ı	2002
	2.22	44000		From:	401	461	I-64	001			0.00-		0.000	40000		0000
190 Great Bridge Blvd	0.26	11000	F	97%	1%	1%	1%	0%	0%	F	0.085	F	0.698	12000	F	2002
				From:		IS 17; SR 10										
190 Great Bridge Blvd	2.34	8600	F	97%	1%	1%	1%	0%	0%	С	0.088	F	0.592	9100	F	2002
				To: From:	]	Bus SR 168	Battlefiel	d Blvd	ŀ							
190) Kempsville Rd	1.29	17000	F	98%	1%	1%	1%	0%	0%	С	0.098	F	0.573	18000	F	2002
				To:		Grann	nbrier Pkw	V.	Ĺ							
190 Kempsville Rd	2.30	26000	F	94%	0%	5%	0%	1%	0%	F	0.101	F	0.589	28000	F	2002
190) Lombornio La	2.00	_5556	•	To:	0 /0		irginia Bea		3,0	•	0.101	•	0.000	_0000	•	2002
				From:					1							
101)(12)	0.18	6400	F	91%	1%	2%	S Military 2%	нwу 4%	0%	F	0.092	F	0.58	6800	F	2002
191/ [13]	5.10	<del>0 1</del> 00	•	70 To:	1 /0		INE BLVI		5 /0	1	0.002	•	0.00	0000	•	2002
						AIKL	DL 11	_								

					IN	orfolk Maintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake						ZANE JIANE	TITAL	ZIIali		Hou		i actor			
Lalliff Dd	2 22	2900	F	From:	1%	US 58 Airline Bl 1% 1%	vd 0%	00/	_	0.124	F	0 622	2100	F	2002
Jolliff Rd	2.22	2900	Г	97%	170			0%	С	0.134	Г	0.632	3100	Г	2002
191) Joliff Rd	0.91	2500	F	From: 97%	0%	Dock Landing R 1% 1%	.d 1%	0%	С	0.142	F	0.512	2700	F	2002
191 30111 114	0.91	2300	•	70 Tn:	0 70	SR 337 Portsmouth		0 70	C	0.142	'	0.512	2700	'	2002
City of Norfolk															
				From:		SR 165 Military H									
192 Azalea Garden Rd	2.02	13000	G	96%	1%	2% 1%	1%	0%	F	0.083	F	0.554	14000	G	2002
				To:		SR 170 Little Cre									
194 Sewells Point Rd	1.63	15000	G	94%	1%	3% 1%	ne Rd 1%	0%	С	0.088	F	0.552	15000	G	2002
194 Sewells Point Rd	1.00	13000	•	To:	1 /0	Chesapeake Blv		0 70	C	0.000	'	0.552	13000	U	2002
				From:		Norview Ave									
(194) Chesapeake Blvd	0.87	18000	G	94%	1%	3% 1%	1%	0%	F	0.078	F	0.524	19000	G	2002
$\stackrel{\smile}{=}$				From:		I-64		-							
(194) Chesapeake Blvd	0.85	24000	G	95%	1%	3% 1%	1%	0%	F	0.079	F	0.604	25000	G	2002
				To: From:		SR 165 Little Creel		-							
(194) Chesapeake Blvd	1.31	22000	G	95%	1%	3% 1%	1%	0%	F	0.076	F	0.599	23000	G	2002
				To: From:		Bay View Blvd		-							
(194) Chesapeake Blvd	0.61	10000	G	95%	1%	3% 1%	1%	0%	F	0.084	F	0.634	11000	G	2002
				To: From:		Chesapeake St		<u></u>							
(194) Chesapeake Blvd	0.48	4700	G	95%	1%	3% 1%	1%	0%	С	0.09	F	0.506	4900	G	2002
				To:		US 60 Ocean View	Ave								
City of Chesapeake				From:		US 13 Military H	33/37	I							
(196) Canal Dr	0.96	12000	F	98%	0%	1% 0%	0%	0%	С	0.099	F	0.631	13000	F	2002
130)				To		S 17 George Washing									
City of Portsmouth															
				From:	40/	SR 337 Portsmouth		20/	_		_				
239 Victory Blvd	0.22	6800	G	94%	1%	1% 1%	2%	0%	F	0.094	F	0.61	7100	G	2002
				From:	40/	US 58 Airline Bl								_	
239 Victory Blvd	0.33	22000	G	94%	1%	1% 1%	2%	0%	F	0.086	F	0.511	23000	G	2002
				From:		I-264									
239 Victory Blvd	0.59	21000	G	94%	1%	1% 1%	2%	0%	С	0.083	F	0.515	22000	G	2002
				From:	40/	Greenwood Dr							4=000	_	
239 Victory Blvd	1.08	17000	G	94%	1%	1% 1%	2%	0%	F	0.086	F	0.557	17000	G	2002
				From:	10/	Deep Creek Blv							10000		
239 Victory Blvd	0.44	18000	G	92%	1%	2% 2%	3%	0%	F	0.082	F	0.579	19000	G	2002
				From:		S 17 George Washing				2 122			10000	_	
239 Victory Blvd	1.25	12000	G	92%	1%	2% 2%	3%	0%	С	0.103	F	0.797	12000	G	2002
				From:	10/	Afton Pkwy	201			2 1 1 2				_	
239 Victory Blvd	0.55	8100	G	92% To:	1%	2% 2%	3%	0%	F	0.113	F	0.855	8500	G	2002
C' CCI :				<u></u>		Elm Ave		<u> </u>							
City of Chesapeake				From:		US 460		ı							
(246) Liberty St	0.39	8700	F	97%	1%	1% 1%	1%	0%	С	0.082	F	0.521	9200	F	2002
				To		Latham Street									
(246) Liberty St	0.37	5200	F	97%	1%	1% 1%	1%	0%	F	0.096	F	0.532	5500	F	2002
				To:		SR 168 Campostell	a Rd								
City of Norfolk															
au acth Ct	0.63	6000	C	From:	10/	SR 337 Hampton I		00/	_	0.404	г		7100	<u></u>	2002
247 26th St	0.63 ned Traffic:	6800 15000	G	96% 95%	1% 1%	1% 1% 2% 1%	1% 1%	0% 0%	F F	0.104 0.104	F F		7100 15000	G G	2002
Combil	n <del>c</del> u Hallic.	13000	G	95% To:	1 70	Z% 1%  Colonial Ave	1%	0%	L.	0.104	r		15000	G	
						Colonial AVC									

						No	orfolk Ma	ntenanc	e Area								
Route	Le	ength	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk					From:		Calc	onial Ave		ī							
247) 26th St	(	0.10	8700	G	96%	1%	1%	1%	1%	0%	F	0.113	F		9100	G	2002
247) 2011 01	Combined T		16000	G	96%	1%	2%	1%	1%	0%	F	0.113	F		17000	G	2002
	Combined 1	rame.	10000	J	JO 70	1 /0			1 /0	070	•	0.110	•		17000	O	
26th St		0.17	9300	G	From: 96%	1%	1%	ellyn Ave 1%	1%	0%	F	0.098	F		9800	G	2002
247 26th St				G													2002
	Combined T	rame:	19000	G	96%	1%	2%	1%	1%	0%	F	0.081	F		20000	G	
		0.00		_	From:	40/		icello Ave	40/		_	0.000	_		0000		0000
247) 26th St		0.23	8800	G	96%	1%	1%	1%	1%	0%	С	0.096	F		9200	G	2002
	Combined T	rattic:	18000	G	96%	1%	2%	1%	1%	0%	F	0.082	F		19000	G	
					From:			urch St					_			_	
( <sub>247</sub> )26th St		0.21	9600	G	96%	1%	1%	1%	1%	0%	F	0.103	F		10000	G	2002
	Combined T	raffic:	19000	G	96%	1%	2%	1%	1%	0%	F	0.103	F		20000	G	
					To: From:		2	7th St		-							
( <sub>247</sub> )Lafayette Blvo	d ·	1.07	15000	G	96%	1%	1%	1%	1%	0%	F	0.085	F	0.611	15000	G	2002
					To: From:		SR 168	Tidewater	Dr	-							
(247) Lafayette Blvo	d (	0.66	20000	G	95%	1%	2%	1%	1%	0%	С	0.079	F	0.58	21000	G	2002
					To:		Chesa	peake Blvc									
					From:		Lafay	ette Blvd									
( <sub>247</sub> ) Chesapeake I	Blvd	1.34	23000	M								NA			NA		2002
					From:		SR 194 Se										
Norview Ave	(	0.29	22000	G	95%	1%	2%	peake Blvc 1%	1%	0%	F	0.083	F	0.509	23000	G	2002
Norview Ave	`	0.20	22000	Ū	0070	1 70			170	070	•	0.000	•	0.000	20000	Ü	2002
Namiau Au		0.04	20000	_	From:	00/		I-64	40/	00/		0.004	_	0.504	20000		2002
Norview Ave	(	0.61	29000	G	97% To:	0%	2%	0% Military H	1%	0%	С	0.081	F	0.521	30000	G	2002
								Ť	_	<u>J</u>							
0745 04	,	0.70	7700	_	From:	40/		Hampton B		00/	_	0.000	_		0400	_	2002
247 27th St		0.79	7700	G	95%	1%	2%	1%	1%	0%	С	0.082	F		8100	G	2002
	Combined T	rattic:	0	G								NA			0	G	
					To: From:			ellyn Ave		-							
247) 27th St	(	0.77	9400	G	95%	1%	2%	1%	1%	0%	F	0.072	F		9900	G	2002
	Combined T	raffic:	0	G	. —							NA			0	G	
					To:		SR 24	17 26Th St									
City of Chesapeake					r												
East		4 40	04000	_	From:	00/		4; I-664	20/	0%	_	0.440	_		22000	_	2002
264		1.10	21000	G	94%	0%	2%	1%	3%		F	0.119	F		23000	G	2002
	Combined T	rattic:	43000	G	94%	0%	2%	1% Portsmouth	3%	0%	F	0.119	F		46000	G	
							WCL	Ortsmouti	1								
City of Portsmouth East					From:		WCI	Portsmouth	1	ı							
264)	(	0.23	21000	G	94%	0%	2%	1%	3%	0%	F	0.119	F		23000	G	2002
204	Combined T			G	94%	0%	2%	1%	3%	0%	F	0.119	F		46000	G	2002
	Combined 1	raino.	40000	Ū	7.0	0 70				070	•	0.110	•		40000	Ü	
East					From:		Green	wood Drive	<u> </u>								
264)	•	1.29	23000	G	94%	0%	2%	1%	3%	0%	F	0.127	F		24000	G	2002
	Combined T	raffic:	46000	G	94%	0%	2%	1%	3%	0%	F	0.127	F		49000	G	
<del></del>					To: From:		SR 239	Victory Bl	vd	].							
East	,	0.04	20000	ь		00/				00/	D	0.42	۸		31000	D	2002
264		0.94	29000	В	94%	0%	2%	1%	3%	0%	В	0.13	A	0.044	31000	В	2002
	Combined T	rarric:	5/000	F	94%	0%	2%	1%	3%	0%	С	0.097	Α	0.644	59000	F	
East					To: From:		SR 337 Pc	ortsmouth l	Blvd								
264)	(	0.72	30000	G	94%	0%	2%	1%	3%	0%	F	0.112	F		32000	G	2002
	Combined T			G	94%	0%	2%	1%	3%	0%	F	0.112	F		66000	G	
						- / •				- / •							
East					From:			rederick B									
264)		0.99	36000	G	94%	0%	2%	1%	3%	0%	F	0.116	F		39000	G	2002
	Combined T	raffic:	72000	G	94%	0%	2%	1%	3%	0%	F	0.116	F		77000	G	
					To:		Deep	Creek Blvo									

						No	orfolk Ma	aintenan	ce Area								
Pouto	La	onath	AADT	QA	4Tire	Bus		Tr	uck		QC	Peak	QK	Dir	AAWDT	OW	Voor
Route	Le	engun	AADI	QA	41116	bus	2Axle	3+Axle	1Trail	2Trail	QC	Hour	QK	Factor	AAWDI	Qvv	Year
City of Portsmouth																	
East		0.07	25000	_	From:	00/		Creek Bly		00/	_	0.444	_		27000	0	2002
264		0.67	35000	G	94%	0%	2%	1%	3%	0%	F	0.114	F		37000	G	2002
	Combined Tr	raffic:	69000	G	94%	0%	2%	1%	3%	0%	F	0.114	F		74000	G	
East					From:		SR 141	Effinghan	n St	-							
264)	(	0.87	31000	G	94%	0%	2%	1%	3%	0%	F	0.096	F		34000	G	2002
201)	Combined Tr	raffic:	61000	G	94%	0%	2%	1%	3%	0%	F	0.089	F	0.507	65000	G	
					To:		WC	L Norfolk									
City of Norfolk																	
East					From:			L Norfolk									
264)	(	0.55	31000	G	94%	0%	2%	1%	3%	0%	F	0.096	F		34000	G	2002
	Combined Tr	raffic:	61000	G	94%	0%	2%	1%	3%	0%	F	0.089	F	0.507	65000	G	
Fast					From:			I-464		-							
East	(	0.16	59000	G	94%	0%	2%	1%	3%	0%	F	0.095	F		59000	G	2002
264	Combined Tr			G	94%	0%	2%	1%	3%	0%	, F	0.095	F		117000	G	2002
	COMBINED 11	iaiii.	11-000	3	3 <del>-1</del> /0	U /0				U /0	,	0.093	1		117000	3	
East					From:		SR 33	7 Main Str	eet								
264)	(	0.25	55000	G	94%	0%	2%	1%	3%	0%	F	0.102	F		55000	G	2002
	Combined Tr	raffic:	110000	G	94%	0%	2%	1%	3%	0%	F	0.102	F		113000	G	
					To: From:		AL	T US 460		ŀ							
East	(	0.91	55000	N	94%	0%	2%	1%	3%	0%	N	0.102	N		55000	N	2002
264					94%	0%	2%	1%		0%		0.102					2002
	Combined Tr	ramc.	100000	N		U%			3%	0%	N	0.102	N		109000	N	
East					To: From:		US 460 I	Brambletor	ı Ave								
264)	(	0.81	57000	G	94%	0%	2%	1%	3%	0%	F	0.105	F		57000	G	2002
$\bigcirc$	Combined Tr	raffic:	114000	G	94%	0%	2%	1%	3%	0%	F	0.082	F	0.631	118000	G	
					To: From:		SR 405 I	Ballentine	Blvd								
East	-	3.39	59000	G	94%	0%	2%	1%	3%	0%	F	0.111	F		59000	G	2002
264	Combined Tr			G	94%	0%	2%	1%	3%	0%	F	0.111	F	0.674		G	2002
	Combined 11	iaiiic.	111000	G	94 %	070	270		3%	076	Г	0.064	Г	0.074	115000	G	
East					From:			I-64									
264)	(	0.99	98000	G	94%	0%	2%	1%	3%	0%	F	0.089	F		105000	G	2002
	Combined Tr	raffic:	197000	G	94%	0%	2%	1%	3%	0%	F	0.089	F		211000	G	
					To:		WCL V	/irginia Be	each								
City of Chesapeake										-							
West		4 4 -	00000	_	From:	00/		64; I-664	00/	00/	_	0.400	_		00000	_	0000
264		1.17	22000	G	94%	0%	2%	1%	3%	0%	F	0.109	F		23000	G	2002
	Combined Tr	rattic:	43000	G	94% To:	0%	2%	1% Portsmou	3%	0%	F	NA			46000	G	
							WCL	Portsinou	uı								
City of Portsmouth West					From:		WCI	Portsmou	th	ı							
264)	(	0.61	22000	G	94%	0%	2%	1%	3%	0%	F	0.109	F		23000	G	2002
204	Combined Tr		43000	G	94%	0%	2%	1%	3%	0%	F	0.119	F		46000	G	
				•	T	0,0					•	00	•		.0000	•	
West					From:			wood Dri									
264		1.34	23000	G	94%	0%	2%	1%	3%	0%	F	0.109	F		25000	G	2002
	Combined Tr	raffic:	46000	G	94%	0%	2%	1%	3%	0%	F	NA			49000	G	
Wost					From:		SR 239	Victory B	Blvd								
West	ſ	0.75	28000	F	94%	0%	2%	1%	3%	0%	С	0.123	F		28000	F	2002
264	Combined Tr			F	94%	0%	2%	1%	3%	0%	С	0.123 NA	•		59000	F	2002
	COMBINED 11	iaiii.	37000	-		U /0				U /0	U	14/4			39000		
West					From:		SR 337 P	ortsmouth	Blvd								
(264)	(	0.84	31000	G	94%	0%	2%	1%	3%	0%	F	0.110	F		33000	G	2002
	Combined Tr	raffic:	62000	G	94%	0%	2%	1%	3%	0%	F	NA			66000	G	
					To:		US 17 I	Frederick I	Blvd								

						INC	ortolk ivia	aintenan	ce Area								
Route		Length	AADT	QA	4Tire	Bus			uck 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth					From:		110 151		DI I								
West		0.55	36000	G	94%	0%	2%	Frederick I	3%	0%	F	0.101	F		38000	G	2002
264	Combined			G	94%	0%	2%	1%	3%	0%	, F	NA	•		77000	G	2002
	Combined	Traine.	72000	J	J-770	070				070	ı	14/-			77000	J	
West					From:		Deep	Creek Blv	vd								
264)		1.17	34000	G	94%	0%	2%	1%	3%	0%	F	0.109	F		37000	G	2002
	Combined	Traffic:	69000	G	94%	0%	2%	1%	3%	0%	F	NA			74000	G	
West					To- From:		SR 141	Effinghar	m St	-							
264)		0.45	29000	G	94%	0%	2%	1%	3%	0%	F	0.074	F		31000	G	2002
204)	Combined	Traffic:	61000	G	94%	0%	2%	1%	3%	0%	F	NA			65000	G	
					To:		WC	L Norfolk	ζ								
City of Norfolk																	
West					From:			L Norfolk			_					_	
264		0.56	29000	G	94%	0%	2%	1%	3%	0%	F	0.074	F		31000	G	2002
$\smile$	Combined	Traffic:	61000	G	94%	0%	2%	1%	3%	0%	F	0.089	F	0.507	65000	G	
West					From:			I-464		-							
264)		0.78	54000	G	94%	0%	2%	1%	3%	0%	F	0.09	F		58000	G	2002
204)	Combined	Traffic:	114000	G	94%	0%	2%	1%	3%	0%	F	NA			117000	G	
					To:		Tide	water Driv	ve.	I.							
West		0.04	=4000	_	From:	00/				00/	_	0.400	_		<b>5</b> 4000	_	0000
264	0 1: 1	0.84	51000	G	94%	0%	2%	1%	3%	0%	F	0.103	F		54000	G	2002
	Combined	i raffic:	106000	N	94%	0%	2%	1%	3%	0%	N	0.102	N		109000	N	
West					From:	US 460	, SR 168,	SR 166 Bı	rambleton	Ave							
264)		0.87	57000	G	94%	0%	2%	1%	3%	0%	F	0.097	F		60000	G	2002
	Combined	Traffic:	114000	G	94%	0%	2%	1%	3%	0%	F	NA			118000	G	
					To: From:		SR 405	Ballentine	Blvd								
West		3.04	52000	G	94%	0%	2%	1%	3%	0%	F	0.096	F		56000	G	2002
264	Combined			G	94%	0%	2%	1%	3%	0%	, F	NA	•		115000	G	2002
	Combined	manic.	111000	•	3 <del>4</del> /0	0 70	2 /0		370	070		INA			113000	J	
West					From:			I-64									
(264)		0.05	99000	G	94%	0%	2%	1%	3%	0%	F	0.095	F		106000	G	2002
	Combined	Traffic:	0	G	_							0.089	F		0	G	
					To:		WCL V	/irginia Be	each								
City of Chesapeake					From:		EC	T C CC 11		-							
(337) Portsmouth E	Rlvd	0.72	11000	F	91%	0%	2%	L Suffolk 2%	5%	0%	С	0.087	F	0.54	12000	F	2002
337 Torismodiff	2.70	0.12		•	J 1 /0	J /0				J /0	0	0.001	'	0.04	12000	•	2002
Portsmouth E	Slvd	0.68	16000	F	91%	0%	SR 1 2%	91 Joliff R <b>2</b> %	5%	0%	F	0.108	F	0.598	17000	F	2002
Portsmouth B	Sivu	0.00	10000	Г	9176	070	270		5%	0%	F	0.106	Г	0.596	17000	Г	2002
	<u> </u>				From:	201	201	I-664	40/								
Portsmouth B	Blvd	0.60	28000	F	96%	0%	2%	1%	1%	0%	F	0.089	F	0.545	30000	F	2002
$\overline{-}$					From:			Circle We		-							
(337) Portsmouth B	Blvd	0.67	24000	F	96%	0%	2%	1%	1%	0%	С	0.088	F	0.509	25000	F	2002
$\stackrel{\sim}{=}$					From:			aylor Rd									
(337) Portsmouth B	Blvd	0.24	28000	F	96%	0%	2%	1%	1%	0%	F	0.089	F	0.508	30000	F	2002
					To: From:		Dock	Landing I	Rd								
(337) Portsmouth B	Blvd	0.49	29000	F	96%	0%	2%	1%	1%	0%	F	0.09	F	0.540	31000	F	2002
					To		WCL	Portsmou	ıth								
City of Portsmouth																	
		00:	04000	_	From:	401		Chesapeal		001	_	0.00:	_	0.550	00000	_	0000
Portsmouth E	BIVd	0.34	31000	G	97%	1%	2%	0%	1%	0%	F	0.084	F	0.558	33000	G	2002
					To: From:			es Ferry R									
Portsmouth B	Blvd	0.60	26000	G	97%	1%	2%	0%	1%	0%	F	0.086	F	0.57	27000	G	2002
					To:		Elm	hurst Lane	e								

					N	ortolk ivia	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Trı 3+Axle	uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				-					-							
Dortomouth Blud	1 17	22000	•	From:	1%	Elm 2%	hurst Lane 0%		0%	0	0.002	_	0.610	22000	0	2002
337 Portsmouth Blvd	1.17	22000	G	97%	1%	2%	0%	1%	0%	С	0.083	F	0.612	23000	G	2002
	0.00	40000	_	From:	40/		Victory B				0.000		0.007	00000		0000
Portsmouth Blvd	0.23	19000	G	97%	1%	2%	0%	1%	0%	F	0.082	F	0.607	20000	G	2002
				From:		58, ALT U										
Portsmouth Blvd	0.10	18000	G	97%	1%	2%	0%	1%	0%	F	0.079	F	0.564	18000	G	2002
				To: From:		ALT SR 3	37 Turnpi	ke Rd	-							
337 Portsmouth Blvd	0.15	16000	G	97%	1%	2%	0%	1%	0%	F	0.089	F	0.658	16000	G	2002
				To: From:			I-264									
337) Portsmouth Blvd	0.22	8700	G	95%	1%	2%	1%	1%	0%	F	0.089	F	0.577	9200	G	2002
				To: From:			Main St									
Portomouth Plvd	0.12	8700	N	95%	1%	2%	T US 460 1%	1%	0%	N	0.089	N	0.577	9200	N	2002
Portsmouth Blvd	0.12	0700	IN	95 /6	1 /0	2 /0	1 /0	1 /0	0 70	IN	0.009	IN	0.577	9200	IN	2002
				From:	407		Main St	407						44000	_	
337 Portsmouth Blvd	0.94	10000	G	95%	1%	2%	1%	1%	0%	F	0.087	F	0.589	11000	G	2002
				To: From:			Creek Blv									
337 Portsmouth Blvd	0.17	6400	G	95%	1%	2%	1%	1%	0%	F	0.111	F	0.689	6700	G	2002
<u> </u>				To: From:		ALT US 1	7 Frederic	k Blvd								
337) Portsmouth Blvd	0.79	7700	G	95%	1%	2%	1%	1%	0%	С	0.122	F	0.723	8100	G	2002
				To:			7 Elm Av									
337 Elm Ave	0.32	5000	G	95%	1%	2%	ortsmouth 1%	1%	0%	F	0.102	F	0.588	5300	G	2002
337 Elm Ave	0.32	3000	G	95 /6						•	0.102		0.500	3300	G	2002
	0.70	<b>-</b> 400	_	From:		George Wa					0.440	_	0.044	5000	_	0000
337 Elm Ave	0.72	5100	G	95%	1%	2%	1%	1%	0%	F	0.118	F	0.614	5300	G	2002
				From:			Victory B		-							
337)Elm Ave	0.23	9000	G	95%	1%	2%	1%	1%	0%	F	0.135	F	0.547	9500	G	2002
<u> </u>				To: From:		Burto	ns Point R	ld								
337 Elm Ave	0.32	6600	G	95 <u>%</u>	1%	2%	1%	1%	0%	F	0.13	F	0.679	6900	G	2002
$\smile$				To:		WCL	Chesapeal	ke								
City of Chesaneake																
Deimalanden Otmaat	0.50	0000		From:	40/		Portsmout		00/	N.	0.40	N.	0.070	0000	N.I	2002
337 Poindexter Street	0.50	6600	N	95% To:	1%	2%	1% I-464	1%	0%	N	0.13	N	0.679	6900	N	2002
				From:		US 460:	Poindexte	er St								
337) Bainbridge Blvd	0.74	1600	F	95%	1%	2%	1%	1%	0%	F	0.087	F	0.503	1600	F	2002
				To:		SC	L Norfolk									
City of Norfolk																
			_	From:			Chesapeal								_	
337 Bainbridge Blvd	0.28	1200	G	92%	0%	3%	1%	3%	0%	F	0.100	F	0.739	1300	G	2002
				To: From:			Main St bridge Blv	d								
337) Main St	0.21	1200	N	92%	0%	3%	1%	3%	0%	N	0.100	N	0.739	1300	N	2002
337	-· <b>-</b> ·			To:	- / 0		iberty St						J <b>u</b>			
				From:		N	Aain St									
337 Liberty St	0.12	2700	G	92%	0%	3%	1%	3%	0%	F	0.092	F	0.567	2800	G	2002
<u> </u>				To: From:			State St iberty St									
337) State Street	0.45	2700	N	92%	0%	3%	1%	3%	0%	N	0.092	N	0.567	2800	N	2002
	bined Traffic:	4100	N	86%	1%	5%	3%	5%	0%	N	NA	. •	0.007	4300	N	2002
5011	ionica i i allic.	-100	14		1 /0			J /0	J /0	14	13/7			-+500	14	
2027	0.25			From:	٥,		I-264 for direct	tional tra	offic volu	ime oc	timatos f	or this	segment			
337 264 Com	0.25 bined Traffic:	110000	G	94%		2%	1%	110man 117a 3%	0%	F		F IIIIS	acyment	. 113000	G	
Con	ibinieu (Tallic:	1 10000	G	94% To:	0%		1% Γ 460 ALT		U%	Г	0.102	Г		113000	G	
ALT				From:			I-264									
337)(460)	0.22	NA		96%	1%	2%	1%	1%	0%	F	0.098	Ν	0.755	NA		2002
				To:		ALT US 4	60 St Paul	s Blvd								
				_					_							

					1 1	OI TOIK IVIA	iiiiiciiaii	cc Aica								
Route	Length	AADT	QA	4Tire	Bus	2Axle		uck 1Trail	 2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk											11001		1 40101			
Tidouestor Drive	0.00	24000	•	From:	0%	ALT US 4			00/	_	0.002	г	0.500	24000	0	2002
337 Tidewater Drive	0.80	21000	G	96%	0%	1%	1%	1%	0%	F	0.083	F	0.520	24000	G	2002
Duranti latan An	0.40	00000		From:		US 460 Bra			00/		0.000	_	0.044	00000		0000
337 460 Brambleton Ave	e 0.10	26000	G	92%	1%	2%	1%	3%	0%	С	0.082	F	0.611	28000	G	2002
				From:			hurch St					_				
337 460 Brambleton Ave	9 0.31	21000	G	92% To:	1%	2%	1%	3%	0%	F	0.082	F	0.632	22000	G	2002
				From:		ALT US 4 US 460 S									-	
337 Brambleton Ave	0.20	34000	G	96%	0%	1%	1%	1%	0%	F	0.078	F	0.596	38000	G	2002
				To: From:		В	oush St									
337 Brambleton Ave	0.07	41000	N	96%	0%	1%	1%	1%	0%	Ν	0.080	Ν	0.692	46000	N	2002
	ned Traffic:	43000	N	96%	0%	1%	1%	1%	0%	Ν	NA			48000	N	
				To:		SR 337	Par Duke	. St								
337 Brambleton Ave	0.83	41000	G	96%	0%	1%	1%	1%	0%	F	0.080	F	0.692	46000	G	2002
50.7				To:		Co	lley Ave									
Brambleton Ave	0.26	30000	G	96%	0%	1%	1%	1%	0%	F	0.08	F	0.513	33000	G	2002
Brambleton Ave	5.25		•	Ta-	J / 0			. , ,		•	5.00	•	0.010	22000	~	_002
337)Brambleton Ave	0.22	30000	N	96%	0%	1%	US 58 1%	1%	0%	N	0.08	N	0.513	33000	N	2002
. /	ned Traffic:	NA	IN	90 /6	0 /0	1 /0	1 /0	1 /0	0 70	IN	NA	IN	0.515	NA	IN	2002
Combi	leu Traille.	IVA		To:		Ham	pton Blvc	1			INA			IVA		
				From:			rambleton									
337) Hampton Blvd	0.90	33000	G	96%	0%	1%	1%	1%	0%	F	0.085	F	0.542	37000	G	2002
				To:		21	st Street									
337 Hampton Blvd	0.22	38000	G	96%	0%	1%	1%	1%	0%	F	0.076	F	0.555	43000	G	2002
1				To:												
337 Hampton Blvd	0.71	34000	G	From: 96%	0%	1%	47; 26th S 1%	1%	0%	F	0.077	F	0.55	38000	G	2002
Hampton Blvd	0.7 1	34000	G	30 70					070	'	0.077	'	0.55	30000	J	2002
	0.07		_	From:		th St Old D					0.000		0.540	44000		2000
337 Hampton Blvd	2.07	36000	Α	96%	0%	1%	1%	1%	0%	Α	0.098	Α	0.546	41000	Α	2002
				To: From:			ittle Cree									
337 Hampton Blvd	0.18	36000	G	96%	0%	1%	1%	1%	0%	F	0.079	F	0.631	40000	G	2002
<u> </u>				To: From:	SR 4	406 Interna	tional Ter	minal Blvo	d -							
337 Hampton Blvd	1.94	33000	G	96%	0%	1%	1%	1%	0%	F	0.090	F	0.524	37000	G	2002
				To:		Mar	yland Ave									
337) Admiral Taussig Blvd	0.91	41000	G	96%	0%	1%	1%	1%	0%	F	0.095	F	0.784	46000	G	2002
337)				То:			I-564									
				From:		Li	berty St									
337) State St	0.36	920	G	75%	1%	10%	7%	7%	0%	F	0.120	F	0.737	970	G	2002
	ned Traffic:	3600	N	88%	1%	5%	3%	4%	0%	N	NA			3800	N	
				_			River Ro									
337) State St	0.18	460	G	From: 75%	1%	10%	7%	7%	0%	С	0.146	F	0.529	480	G	2002
Combi	ned Traffic:	3200	N	89%	1%	4%	2%	4%	0%	N	NA	•	0.020	3300	N	2002
Combi	ica rraino.	3200		To:	1 /0		I-264	770	070	14	IVA			3300	13	
City of Partemouth									-							
City of Portsmouth  ALT				From:		SR 337 P	ortsmouth	Blvd								
337 Turnpike Rd	1.05	7600	G	87%	1%	3%	2%	7%	0%	F	0.084	F	0.568	8000	G	2002
				To:		US 17 F	rederick I	Blvd								
<u>ALT</u>	0.00	44000	_	From:	40/				001	_	0.005	_	0.540	45000	•	0000
) T '' D. '		14000	G	87%	1%	3%	2%	7%	0%	F	0.085	F	0.519	15000	G	2002
337 Turnpike Rd	0.30							_								
	0.30			From:		Н	oward St									
ALT			G		1%			7%	0%	С	0.072	F	0.582	12000	G	2002
ALT	0.30	11000	G	From: 87% To:	1%	3%	2% arbor Dr	7%	0%	С	0.072	F	0.582	12000	G	2002
ALT 337 Turnpike Rd ALT			G	87%	1%	3% H	2%	7%	0%	С	0.072	F	0.582	12000	G	2002
ALT			G G	87% To:	1%	3% H	2% arbor Dr	7% 7%	0%	C F	0.072	F	0.582	12000 3800	G G	2002

					1 11	DITOR Mairiteriant	oc / lica								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				From:		C + 5:									
ALT (337) Harbor Dr	0.35	4000	G	87%	1%	County St 3% 2%	7%	0%	F	0.088	F	0.504	4200	G	2002
337) 1 14/100/ 21	0.00	1000		Tn	170	US 58	1 70	070	•	0.000	·	0.001	1200		2002
City of Norfolk															
ALT			_	From:		JS 460 Overpass; Be			_						
337 Waterside Dr/Boush St		30000	G	95%	1%	2% 2%	0%	0%	F	0.097	F	0.64	32000	G	2002
Combine	ed Traffic:	33000	G	95%	1%	2% 2% N SR 337 Brambleto	0%	0%	F	0.097	F	0.64	34000	G	
ALT.				From:		Boush St	II AVC	1							
ALT 337 Duke St	0.35	2500	G	95%	1%	2% 2%	0%	0%	С	0.089	F	0.733	2600	G	2002
Combine	ed Traffic:		G	95%	1%	2% 2%	0%	0%	F	NA	•		34000	G	
				To:		Brambleton Ave									
				From:		SR 165 Kempsville	e Rd								
Newtown Rd	0.31	28000	G	90%	1%	3% 2%	4%	0%	С	0.076	F	0.509	30000	G	2002
<u> </u>				To: From:	I-2	264 Va Beach Norfoll	k Expwy								
403) Newtown Rd	0.71	38000	G	90%	1%	3% 2%	4%	0%	F	0.08	F	0.588	40000	G	2002
				To:		US 58 Va Beach E	lvd								
				From:		SR 168; Tidewater	Dr								
404) Princess Anne Rd	0.53	NA		To:		CD 166 D 1 A				NA			NA		
				10.		SR 166 Park Av	e								
Pollentine Plyd	0.64	4600	_	From:	10/	I-264	00/	00/	0	0.000	_	0.507	1600	0	2002
Ballentine Blvd	0.64	1600	G	94% To:	1%	1% 3% US 58; 122-857	0%	0%	С	0.092	F	0.597	1600	G	2002
				From:											
406) International Blvd	1.33	26000	Α	96%	0%	SR 337 Hampton E 1% 1%	2%	0%	Α	0.094	Α	0.563	29000	Α	2002
	ed Traffic:	NA	^	90 /6	0 /6	170 170	<b>Z</b> /0	0 /0	^	0.094	A	0.563	29000 NA	^	2002
Combine	ou manic.	IVA		To:		D 4 D1		1		0.034	^	0.505	INA		
406 International Blvd	0.28	26000	N	From: 96%	0%	Ruthven Rd	2%	0%	N	0.094	N	0.563	29000	N	2002
406 International Blvd	0.20	20000	.,	Tn-	0 70	I-564	270	070	11	0.054	14	0.505	23000	11	2002
				From:		SR 168 Campostell	a Rd								
407 Indian River Rd	0.71	21000	G	94%	1%	2% 1%	2%	0%	С	0.109	F	0.596	22000	G	2002
401				To:		WCL Chesapeak	te								
City of Chesapeake															
				From:		ECL Norfolk									
407 Indian River Rd	0.71	22000	F	98%	0%	1% 1%	1%	0%	F	0.086	F	0.601	24000	F	2002
				From:		Oaklette Ave									
407 Indian River Rd	0.90	29000	F	98%	0%	1% 1%	1%	0%	С	0.094	F	0.546	31000	F	2002
				To:		WCL Virginia Bea	ach								
~~~	0 44	64000		From:	00/	ECL Suffolk	60/	00/	Б	0.140	٨	0.647	62000	٨	2002
460 [58]	2.41	61000	Α	91%	0%	2% 1%	6%	0%	В	0.149	Α	0.647	62000	Α	2002
~~~	0.01	04655		From:	001	I-664	001	001		0.4.0		0.6:=	00000		0005
460 [58]	0.64	61000	N	91%	0%	2% 1%	6%	0%	N	0.149	N	0.647	62000	N	2002
				To: From:		US 13; SR 191 US 58; SR 191									
460 (13)	0.18	6400	F	91%	1%	2% 2%	4%	0%	F	0.092	F	0.58	6800	F	2002
				To:		SR 191, S Military									
460 (13)	0.45	6400	N	91%	1%	2% 2%	<del>нwу</del> 4%	0%	N	0.092	N	0.58	6800	N	2002
	ed Traffic:	NA		,0	. , •	,,	. , •	- / 0		NA	• •		NA	• •	
		· •		To		S Military Hwy	,	L					•		
460 13 Military Hwy	2.44	7200	F	From: 91%	1%	2% 2%	4%	0%	С	0.123	F	0.557	7600	F	2002
460 13 Military Hwy	<b>∠</b> .⊣⊤	. 200	•	7T	1 /0		T /U	370	5	5.120	•	0.007	7 000	•	-002
460 13 Military Hwy	1.37	16000	F	From: 97%	0%	I-64 2% 0%	0%	0%	F	0.121	F	0.606	16000	F	2002
460 (13) Military Hwy	1.37	10000	Г	3170				U 7/0	۲	U. 12 I	۲	0.000	10000	Г	2002
Military I have	1.01	47000		From:		S 17 George Washing		00/		0.445		0.500	10000		2000
460 (13) Military Hwy	1.01	17000	F	97%	0%	2% 0%	0%	0%	F	0.115	F	0.523	18000	F	2002
						SR 196 Canal D	1	J							

Set Processing   Set						INC	DITOR Maintenant	e Alea								
Set Processing   Set	Route	Length	AADT	QA	4Tire	Bus			 2Trail	QC		QK		AAWDT	QW	Year
April   Apri	City of Chesapeake				_											
Milliang Hay   1,000   F   97%   0%   1%   1%   1%   1%   0%   F   0.79   F   0.547   11000   F   2002	A CONTRACTOR OF THE PARTY OF TH	0.00	00000			00/			00/	_	0.404		0.504	00000		0000
Second   S	460 13 Military Hwy	2.20	30000	А		0%		0%	0%	В	0.131	А	0.521	33000	А	2002
Application   1.99   10000   F   97%   0%   1%   1%   1%   1%   0%   F   0.079   F   0.547   11000   F   2002								wv								
Characterists   Answer   Ans	A60 Bainbridge Blvd	1.99	10000	F	97%	0%			0%	F	0.079	F	0.547	11000	F	2002
Bainbridge Blvd	400) =															
SSI, 337   Pointeder St   SSI   SSI   Pointeder St   SSI   SSI   SSI   Pointeder St   SSI   SS	Operiode widowe Dheed	0.04	0000		From:	00/			-00/		0.077	_	0.575	0700		0000
Ago   Poindeder   St	460 Bainbridge Blvd	0.81	9200	F		0%			0%	C	0.077	F	0.575	9700	F	2002
April   Poindexter St   0.56   8800   F   96%   0%   0%   1%   1%   2%   0%   0%   0%   0%   0%   0%   0	<del></del>															
ABD   22nd St   0.39   6000   F   96%   0%   1%   1%   2%   0%   F   0.11   F   0.725   6400   F   2002	Poindeyter St	0.56	8800	F		0%			0%	C	n naa	F	0.622	9300	F	2002
ABD   22nd St   0.39   6000   F   96%   0%   1%   1%   2%   0%   F   0.11   F   0.725   6400   F   2002	460 T OINGEXIEF OF	0.50	0000	•	30 70 —	0 70	170 170	270	070	O	0.000	•	0.022	3300	'	2002
SECTION   Sect	<u></u>															
Into ar Nortalix	460 \22nd St	0.39	6000	F	96%	0%	1% 1%	2%	0%	F	0.11	F	0.725	6400	F	2002
ABD   Wilson Rd	~ <u></u>				To:		SCL Norfolk									
NCL Chesposite   No.   Chesposite   No.   Chesposite   No.   Chesposite   No.   Chesposite   No.   N	City of Norfolk															
Campostella Rd   0.73   37000   G   94%   1%   2%   1%   2%   0%   F   0.09   F   0.68   39000   G   2002					From:		NCL Chesapeak	e								
Campostella Rd   0.73   37000   G   94%   1%   2%   1%   2%   0%   F   0.09   F   0.68   39000   G   2002	460 Wilson Rd	0.65	8300	G	96%	0%	1% 1%	2%	0%	F	0.091	F	0.558	8700	G	2002
Campostella Rd	~						Campostella Av	e								
	<b>~</b> ~															
Brambleton Ave   0.30   37000   G   94%   1%   2%   1%   2%   0%   C   0.085   F   0.644   39000   G   2002	460 Campostella Rd	0.73	37000	G	94%	1%	2% 1%	2%	0%	F	0.09	F	0.68	39000	G	2002
Brambleton Ave   0.30   37000   G   44%   1%   2%   1%   2%   0%   C   0.085   F   0.644   39000   G   2002	~				To:		Kimball Terr		1							
Park Ave	AGO Brambleton Ave	0.30	37000	G		1%		2%	0%	С	0.085	F	0 644	39000	G	2002
## 18   Brambleton Ave   0.40   30000   G   94%   1%   2%   1%   2%   0%   F   0.078   F   0.594   31000   G   2002	460	0.00	0.000	•	0.70	170	270 170		070	Ŭ	0.000	•	0.011	00000	Ü	2002
Tidewater Dr   Tide	<u>~</u>															
Brambleton Ave   0.10   26000   G   92%   1%   2%   1%   3%   0%   C   0.082   F   0.611   28000   G   2002	460 Brambleton Ave	0.40	30000	G	94%	1%	2% 1%	2%	0%	F	0.078	F	0.594	31000	G	2002
Brambleton Ave   0.10   26000   G   92%   1%   2%   1%   3%   0%   C   0.082   F   0.611   28000   G   2002	<del>~</del>				To:		Tidewater Dr		1							
Church St   Chur	Ago Brambleton Ave	0.10	26000	G		1%		3%	0%	С	0.082	F	0.611	28000	G	2002
ALT US 460 St Pauls Blvd   O.24   21000   N   92%   1%   2%   1%   3%   0%   F   0.082   F   0.632   22000   G   2002	400) 210	00		•	0_70	.,,		0,0			0.002	•	0.0		•	
ALT US 460 St Pauls Blvd	~~	2.24				101		201							_	
According   St Pauls Blvd   O.24   21000   N   92%   1%   2%   1%   3%   0%   N   0.082   N   0.632   22000   N   2002	460 Brambleton Ave	0.31	21000	G	92%	1%	2% 1%	3%	0%	F	0.082	F	0.632	22000	G	2002
A	~				To-		ALT US 460 St Pauls	s Blvd								
Combined Traffic:   27000   N   93%   1%   2%   1%   3%   0%   N   NA   28000   N   NA   28000   N   NA   28000   NA   NA   NA   28000   NA   2800	460 (St Pauls Blvd	0.24	21000	N		1%	2% 1%	3%	0%	Ν	0.082	Ν	0.632	22000	Ν	2002
ALT US 460 Parr, Monticello Ave   ALT US 460 Parr, Monticello Ave   ALT US 460 Parr, Monticello Ave   Alt US 58, Va Beach Blvd   US 58,		ned Traffic	27000	N	93%	1%	2% 1%	3%	0%	N	NA			28000	N	
A60   St Pauls Blvd   0.07   27000   G   94%   2%   2%   1%   1%   0%   F   0.083   F   0.565   29000   G   2002	Combi	iou i i unio.	2.000	••										20000	.,	
US 58, Va Beach Blvd	~~~	0.07	0=000	_							0.000	_	0.505	20000		0000
460 Monticello Ave	460 St Pauls Blvd	0.07	27000	G	94%	2%	2% 1%	1%	0%	F	0.083	F	0.565	29000	G	2002
Monticello Ave   0.66   23000   G   94%   2%   2%   1%   1%   0%   C   0.081   F   0.536   24000   G   2002	<del>~</del>				To:		US 58, Va Beach B	Blvd	-							
21st St   1460   Monticello Ave   18000   G   94%   2%   2%   1%   1%   0%   F   0.084   F   0.535   19000   G   2002	460 Monticello Ave	0.66	23000	G		2%	2% 1%	1%	0%	С	0.081	F	0.536	24000	G	2002
460 Monticello Ave 0.49 18000 G 94% 2% 2% 1% 1% 0% F 0.084 F 0.535 19000 G 2002    Church St	100)				To		21 . 5									
Church St   Chur	Mantinglia Ava	0.40	40000		From:	20/		40/	00/		0.004	_	0.505	40000		2002
460 Granby St  0.81 20000 G 97% 1% 1% 0% 1% 0% F 0.083 F 0.612 21000 G 2002    Company St	460 Sivionticello Ave	0.49	18000	G	94%	2%	2% 1%	1%	0%	F	0.084	F	0.535	19000	G	2002
460 Granby St  0.81 20000 G  97% 1% 1% 0% 1% 0% F  0.083 F  0.612 21000 G  2002  100	~				To: From:		Church St		-							
Llewellyn Ave   1/80   Granby St   0.45   31000   G   97%   1%   1%   0%   1%   0%   F   0.086   F   0.625   32000   G   2002	460 Granby St	0.81	20000	G		1%	1% 0%	1%	0%	F	0.083	F	0.612	21000	G	2002
460 Granby St 0.45 31000 G 97% 1% 1% 0% 1% 0% F 0.086 F 0.625 32000 G 2002    460 Granby St					To:				1							
Willow Wood Dr   Will	Cranby Ct	0.45	24000		From:	10/			00/	_	0.006	_	0.605	22000		2002
460 Granby St 1.30 32000 G 97% 1% 1% 0% 1% 0% C 0.081 F 0.503 33000 G 2002    Thole St	460 Granby St	0.43	31000	G	9170	1 70	170 070	1 70	070	F	0.000	Г	0.023	32000	G	2002
460 Granby St  1.30 32000 G 97% 1% 1% 0% 1% 0% C 0.081 F 0.503 33000 G 2002  Thole St  460 Granby St  0.37 30000 G 97% 1% 1% 0% 1% 0% F 0.078 F 0.566 31000 G 2002  Thole St  460 Granby St  0.24 25000 G 97% 1% 1% 0% 1% 0% F 0.08 F 0.559 26000 G 2002  Thole St  SR 165 Little Creek Rd  1.19 19000 G 96% 1% 2% 0% 0% 0% F 0.084 F 0.657 20000 G 2002  Thole St  SR 168 Tidewater Dr  SR 168 Tidewater Dr  460 Granby St  0.71 9400 G 96% 1% 2% 0% 0% 0% 0% F 0.081 F 0.572 9900 G 2002					From:		Willow Wood D									
Thole St  460 Granby St  0.37 30000 G 97% 1% 1% 0% 1% 0% F 0.078 F 0.566 31000 G 2002  Table SR 165 Little Creek Rd  460 Granby St  0.24 25000 G 97% 1% 1% 0% 1% 0% F 0.08 F 0.559 26000 G 2002  Table From SR 165 Little Creek Rd  460 Granby St  1.19 19000 G 96% 1% 2% 0% 0% 0% F 0.084 F 0.657 20000 G 2002  Table From SR 168 Tidewater Dr  460 Granby St  0.71 9400 G 96% 1% 2% 0% 0% 0% 0% F 0.081 F 0.572 9900 G 2002	460 Granby St	1.30	32000	G	97%	1%	1% 0%	1%	0%	С	0.081	F	0.503	33000	G	2002
460 Granby St 0.37 30000 G 97% 1% 1% 0% 1% 0% F 0.078 F 0.566 31000 G 2002  460 Granby St 0.24 25000 G 97% 1% 1% 0% 1% 0% F 0.08 F 0.559 26000 G 2002  460 Granby St 1.19 19000 G 96% 1% 2% 0% 0% 0% F 0.084 F 0.657 20000 G 2002  460 Granby St 0.89 12000 G 96% 1% 2% 0% 0% 0% C 0.083 F 0.634 12000 G 2002  50	~				Tax		Tholo St									
SR 165 Little Creek Rd   SR 165 Little Creek Rd   From   SR 165 Little Creek Rd   SR 165 Littl	Granby St	0.37	30000	G	From:	1%		1%	0%	F	0.078	F	0.566	31000	G	2002
460 Granby St 0.24 25000 G 97% 1% 1% 0% 1% 0% F 0.08 F 0.559 26000 G 2002    Total   I-564   I	460 Granby St	0.57	30000	G	31 /0	1 70	170 070	1 70	0 70	'	0.070	'	0.500	31000	O	2002
To   From   I-564																
Total   From   I-564   I - 1900   G   96%   1%   2%   0%   0%   0%   F   0.084   F   0.657   2000   G   2002	460 Granby St	0.24	25000	G	97%	1%	1% 0%	1%	0%	F	80.0	F	0.559	26000	G	2002
460 Granby St 1.19 19000 G 96% 1% 2% 0% 0% 0% F 0.084 F 0.657 20000 G 2002    Second St	~				To:		I-564		L							
SR 168 Tidewater Dr   SR 1089 St   O.71   9400   G   96%   1%   2%   0%   0%   0%   0%   F   0.081   F   0.572   9900   G   2002   C   2002   2002   C   2002   2002   C   2002   2002   C   2002   2002   C   2002   2002   C   2002   2002   C   2002   2002   C   2002   2	Aco Granhy St	1 10	19000	G		1%		0%	0%	F	0 084	F	0.657	20000	G	2002
460 Granby St 0.89 <b>12000 G</b> 96% 1% 2% 0% 0% 0% C 0.083 F 0.634 12000 G 2002    SR 168 Tidewater Dr	400	1.10	.5550	5	JU /0	1 /0			J /0	'	0.004	'	0.001	20000	J	2002
Tax SR 168 Tidewater Dr 460 Granby St 0.71 9400 G 96% 1% 2% 0% 0% 0% F 0.081 F 0.572 9900 G 2002	~~															
Tak SR 168 Tidewater Dr 460 Granby St 0.71 9400 G 96% 1% 2% 0% 0% 0% F 0.081 F 0.572 9900 G 2002	460 Granby St	0.89	12000	G		1%	2% 0%	0%	0%	С	0.083	F	0.634	12000	G	2002
460 Granby St 0.71 <b>9400 G</b> 96 1% 2% 0% 0% 0% F 0.081 F 0.572 9900 G 2002	~~				To		SR 168 Tideweter	Dr								
	Aco Granby St	0.71	9400	G	From:	1%			O%	F	በ በደ1	F	0.572	9900	G	2002
	400) (1010) (1	0.7 1	J-100	J	90 76 To:	1 /0			J /0	1	0.001	'	0.512	3300	J	2002

Route  City of Norfolk  ALT  460 460 Mont  City of Chesapeal  ALT  460 58 Airlin  ALT  460 58 Airlin  ALT	icello Ave Combined	0.25	AADT 6400	QA	4Tire	Bus		True 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ALT 460 460 Mont  City of Chesapeal ALT 460 58 Airlin  City of Portsmout ALT 460 58 Airlin  ALT ALT	Combined		6400		F												
City of Chesapeal ALT 460 58 Airlin ALT ALT ALT ALT ALT	Combined		6400				CD 227	A1US 460-	D	T							
City of Chesapeal ALT 460 58 Airlin City of Portsmout ALT 460 58 Airlin ALT	Combined		0400	G	96%	1%	2%	1%	1%	0%	F	0.088	F	0.747	6700	G	2002
ALT 460 58 Airlin City of Portsmout ALT 460 58 Airlin ALT		Trannc:	0	N	0070	1,70	270	170	. 70	070	•	NA	•	0.7 17	0	N	2002
ALT 460 58 Airlin  City of Portsmout ALT 460 58 Airlin  ALT	ке				To:		US 460	St Pauls Bl	vd							• •	
460 58 Airlin  City of Portsmout ALT 460 58 Airlin  ALT																	
City of Portsmout ALT 460 (58) Airlin	- Dhal	4.70	0000	_	From:	40/		LIFF RD	40/	00/	_	0.070	_	0.570	0500	_	0000
ALT 58 Airlin	ie Biva	1.72	8000	F	96% To:	1%	1%	0% Portsmouth	1%	0%	С	0.079	F	0.576	8500	F	2002
ALT 58 Airlin	,						WCL	1 Ortsmouth									
ALT	in				From:		ECL CH	IESAPEAK	E								
ALT	e Blvd	0.29	13000	G	96%	1%	1%	0%	1%	0%	F	0.082	F	0.565	13000	G	2002
$\sim\sim$					To: From:		GREEN	WOOD D	R								
Ann / ( - a ) Airlin	e Blvd	0.20	15000	G	96%	1%	1%	0%	1%	0%	F	0.084	F	0.500	16000	G	2002
460 58 Airlin	IC DIVU	0.20	13000	G	30 70	1 /0				0 70	'	0.004	•	0.500	10000	O	2002
ALT					From:		ELMI	HURST LA									
460 \ 58 \ Airlin	e Blvd	1.30	13000	G	96%	1%	1%	0%	1%	0%	F	0.091	F	0.565	13000	G	2002
ALT.					To: From:		VICTO	ORY BLVI	)								
ALT 460 Fo Airlin	e Blvd	0.28	17000	G	96%	1%	1%	0%	1%	0%	F	0.088	F	0.59	18000	G	2002
460 58 Airlin	D.1.G	0.20		-	To-	. 70					•	0.000	•	0.00	.0000	•	2002
ALT					From:			8 & RT 337									
460 337 Ports	mouth Blvd	0.10	18000	G	97%	1%	2%	0%	1%	0%	F	0.079	F	0.564	18000	G	2002
ALT					From:		ALT SR 3	37 Turnpik	e Rd								
460 (337) Ports	smouth Blvd	0.15	16000	G	97%	1%	2%	0%	1%	0%	F	0.089	F	0.658	16000	G	2002
400)(00)					To			I-264									
ALT				_	From:	40/			40/		_		_			_	
460 337 Ports	smouth Blvd	0.22	8700	G	95%	1%	2%	1%	1%	0%	F	0.089	F	0.577	9200	G	2002
ALT					From:		RT 3	37 & I-264									
460 (264)		0.72				Se	e I-264 f	or directi	onal tra	ffic volu	me est	imates fo	or this	segment.			
	Combined	Traffic:	62000	G	94%	0%	2%	1%	3%	0%	F	0.112	F		66000	G	
					To:		US 17 F	rederick Bl	vd								
ALT		0.99			riom.	90	ا م	or directi	on al tra	ffic volu	ma act	imates fo	or thic	segment.			
460 264	Combined		72000	G	94%	0%	2%	1%	3%	0%	F	0.116	F	ocginent.	77000	G	
	Oombined	rramo.	72000	J	J-70	0 70				070	•	0.110	•		77000	O	
ALT					From:		Deep	Creek Blvd									
460 264		0.67								ffic volu	me est		or this	segment.			
<b>~</b>	Combined	Traffic:	69000	G	94%	0%	2%	1%	3%	0%	F	0.114	F		74000	G	
ALT					To: From:		SR 141	Effingham	St								
460 (264)		0.87				Se	e I-264 f	or directi	onal tra	ffic volu	me est	imates fo	or this	segment.			
400)(204)	Combined	Traffic:	61000	G	94%	0%	2%	1%	3%	0%	F	0.089	F	0.507	65000	G	
					To:		WC	L Norfolk									
City of Norfolk																	
ALT	· · · · · · · · · · · · · · · · · · ·				From:			L Norfolk									
460 264	0	0.55	04000	_	0.407									segment.		•	
	Combined	I raffic:	61000	G	94%	0%	2%	1%	3%	0%	F	0.089	F	0.507	65000	G	
ALT					From:			I-464	-								
460 (264)		0.16				Se	e I-264 f	or directi	onal tra	ffic volu	me est	imates fo	or this	segment.			
	Combined	Traffic:	114000	G	94%	0%	2%	1%	3%	0%	F		F		117000	G	
					To: From:		SR 337	Main Stree	et	<u> </u>							
ALT		0.25			From:	٥,				ffic volv	mo oci	imataa f	or thic	coamon*			
ACO IL OCA I	Combined		110000	C	94%				onal tra 3%	TTIC VOIU	me esi F		or this F	segment.		C	
460 264	Combined	ridilic:	1 10000	G	94%	0%	2%	1%	J%	U%	Г	0.102	Г		113000	G	
400 204					To: From:			I-264									
ALT																	
ALT (460)		0.22	NA		96%	1%	2%	1%	1%	0%	F	0.098	Ν	0.755	NA		2002

					No	orfolk Ma	aintenand	ce Area								
Route	Length	AADT	QA	4Tire	Bus		Trı 3+Axle		OTroil	- QC	Peak	QK	Dir	AAWDT	QW	Year
City of Norfolk						ZAXIE	3+Axie	TTTAII	ZITAII		Hour		Factor			
ALT			_	From:			SR 337			_		_			_	
{460 <i>}</i>	0.16	42000	G	96%	1%	2%	1%	1%	0%	F	0.098	F	0.755	44000	G	2002
~	Combined Traffic:	0	M	. —							0.098	F	0.755	NA		
ALT				To: From:			Pauls Blvd nchurch St									
ALT 460 St Pauls Blvd	0.43	41000	G	96%	1%	2%	1%	1%	0%	F	0.077	F	0.59	43000	G	2002
460 St r adis Bivd	Combined Traffic:		G	96%	1%	2%	1%	1%		F		F				2002
	Combined Trainc.	45000	G	90%	170				0%	Г	0.077	Г	0.59	48000	G	
ALT				From:			Brambleton									
(460)(460)St Paul	s Blvd 0.24	21000	N	92%	1%	2%	1%	3%	0%	N	0.082	N	0.632	22000	N	2002
$\hookrightarrow$	Combined Traffic:	27000	N	93 <u>%</u>	1%	2%	1%	3%	0%	Ν	NA			28000	N	
				To:	AL	T US 460	Par; Monti	icello Ave								
ALT				From:			/ Hall Ave									
Monticello Av	e 0.47	4800	G	96%	1%	2%	1%	1%	0%	С	0.099	F	0.551	5100	G	2002
	Combined Traffic:	45000	G	96%	1%	2%	1%	1%	0%	F	NA			48000	G	
ALT.				To: From:		SR 337 E	Brambleton	Ave								
ALT Monticello Av	e 0.25	6400	G	96%	1%	2%	1%	1%	0%	F	0.088	F	0.747	6700	G	2002
Monticello Ave	Combined Teeff			90%	170	∠70	170	170	U%	Г		Г	0.747			2002
	Combined Traffic:	0	N	To:		110 460	St Pauls E	Rlvd			NA			0	N	
						03400	ot i duis E	, vu								
City of Chesapeake North				From:		116	17; SR 168	2								
464)	0.14	19000	G	94%	0%	2%	1%	2%	0%	F	0.143	F		21000	G	2002
404	Combined Traffic:		G	94%	0%	2%	1%	2%	0%	F	0.095	F	0.737	51000	G	2002
	Combined Trainc.	40000	•	34 /0	0 70	270		270	070	•	0.033	'	0.737	31000	J	
North				From:			I-64									
464)	0.64	21000	G	94%	0%	2%	1%	2%	0%	F	0.116	F		24000	G	2002
	Combined Traffic:	41000	G	94%	0%	2%	1%	2%	0%	F	0.088	F	0.623	45000	G	
				Ta		US 13	Military H	wv	1							
North	4.00	22000	_	From:	00/				00/	_	0.447	_		22000	_	2002
464	1.06	23000	G	94%	0%	2%	1%	3%	0%	F	0.147	F	0.750	23000	G	2002
	Combined Traffic:	43000	G	94%	0%	2%	1%	3%	0%	F	0.098	F	0.750	43000	G	
North				From:		Fre	eman Ave									
464)	1.89	22000	F	94%	0%	2%	1%	2%	0%	F	0.147	F		22000	F	2002
404	Combined Traffic:	42000	F	94%	0%	2%	1%	2%	0%	F	0.097	F	0.767	42000	F	
			-	To:			Poindexte			-		-			-	
North				From:												
464	0.76	21000	G	94%	0%	2%	1%	2%	0%	F	0.132	F		24000	G	2002
	Combined Traffic:	37000	G	94%	0%	2%	1%	2%	0%	F	0.094	F	0.809	42000	G	
				To		SC	L Norfolk									
City of Norfolk				Cre		_										
North	0.44	24000	_	From:	00/		L Norfolk	20/	00/	_	0.422	_		24000	C	2002
464	0.41	21000	G	94%	0%	2%	1%	2%	0%	F	0.132	F	0.000	24000	G	2002
	Combined Traffic:	3/000	G	94%	0%	2%	1%	2%	0%	F	0.094	F	0.809	42000	G	
North				From:		Ma	ain Street									
464)	0.76	18000	G	94%	0%	2%	1%	2%	0%	F	0.138	F		20000	G	2002
	Combined Traffic:		G	94%	0%	2%	1%	2%	0%	F	0.138	F		40000	G	
				To:			I-264									
City of Chesapeake																
South				From:			SR 168									
464)	0.16	27000	G	95%	0%	2%	1%	3%	0%	F	0.124	F		30000	G	2002
	Combined Traffic:	46000	G	94%	0%	2%	1%	2%	0%	F	NA			51000	G	
							I-64		1							
South				To: From:									·			
464	1.16	19000	G	95%	0%	2%	1%	3%	0%	F	0.116	F		22000	G	2002
$\smile$	Combined Traffic:	41000	G	94%	0%	2%	1%	2%	0%	F	NA			45000	G	
				To:		US 13	Military H	wy								

					INC	ortolk ivia	iii ito iai i	JE AI Ca								
Route	Length	AADT	QA	4Tire	Bus			uck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				From:		110 10		,	-							
South	0.04	20000	_		00/		Military H 1%		00/	0	0.425	_		20000	_	2002
464	0.84	20000	G	93%	0%	2%		3%	0%	С	0.135	F		20000	G	2002
	Combined Traffic:	43000	G	94%	0%	2%	1%	3%	0%	F	NA			43000	G	
South				From:		Freen	nan Avenu	ie	-							
464)	2.01	20000	F	95%	0%	2%	1%	3%	0%	С	0.131	F		20000	F	2002
404	Combined Traffic:		F	94%	0%	2%	1%	2%	0%	F	NA			42000	F	
	Combined Trame.	42000	•	To:	070				<del></del>	•	147 (			42000	•	
South				From:			ector Road									
464)	0.43	16000	G	95%	0%	2%	1%	3%	0%	F	0.116	F		18000	G	2002
$\smile$	Combined Traffic:	37000	G	94%	0%	2%	1%	2%	0%	F	0.094	F	0.809	42000	G	
				To:		SCI	L Norfolk									
City of Norfolk				From:		9.01	. N. C.II		1							
South	0.36	16000	G	95%	0%	2%	L Norfolk 1%	3%	0%	F	0.116	F		18000	G	2002
464												'				2002
	Combined Traffic:	37000	G	94%	0%	2%	1%	2%	0%	F	NA			42000	G	
South				From:		Ma	in Street		-							
464)	0.87	17000	G	95%	0%	2%	1%	3%	0%	F	0.124	F		19000	G	2002
	Combined Traffic:	35000	G	94%	0%	2%	1%	2%	0%	F	NA			40000	G	
				To:		_	I-264									
North				From:			I-64									
564)	0.96	38000	G								0.167	F		38000	G	2002
	Combined Traffic:	NA									0.1	F	0.901	NA		
				To: From:	SI	R 406 Inte	rnational 1	Ter Blvd								
North	4.04	00000	_						00/	_	0.470	_		22000	_	2002
564	1.81	23000	G	95%	0%	1%	2%	2%	0%	F	0.178	F	0.040	23000	G	2002
_	Combined Traffic:	51000	G	95% To:	0%	1%	2% Hampton l	2%	0%	F	0.106	F	0.846	51000	G	
2. 11.				From:		SK 3371		Jivu	I							
South	0.80	30000	G				I-64				0.145	F		30000	G	2002
564		NA	G									'			G	2002
	Combined Traffic:	NA									NA			NA		
South				From:	Sl	R 406 Inte	rnational T	Ter Blvd								
564)	1.84	28000	G	95%	0%	1%	1%	2%	0%	F	0.163	F		28000	G	2002
	Combined Traffic:	51000	G	95%	0%	1%	2%	2%	0%	F	NA			51000	G	
				To:		SR 337	Hampton l	Blvd								
City of Chesapeake																
East 664			_	From:			L Suffolk	***		_	0.45-	_		0:0	_	
664	0.16	32000	F	93%	0%	2%	1%	4%	0%	F	0.108	F		34000	F	2002
~	Combined Traffic:	64000	G	93%	0%	2%	1%	4%	0%	F	0.108	F		67000	G	
East				To: From:		64-659	Pughsville	Rd								
664	2.02	33000	G	93%	0%	2%	1%	4%	0%	F	0.092	F		35000	G	2002
004	Combined Traffic:		G	93%	0%	2%	1%	4%	0%	F	0.032	F	0.51	74000	G	2002
	Somemod Hamb.	. 5556	•	To:	3 /0				J /0	•	5.001	•	5.51	, 4000	J	
East				From:		SR 337 P										
664)	1.10	32000	G	93%	0%	2%	1%	4%	0%	F	0.086	F		33000	G	2002
	Combined Traffic:	69000	G	93%	0%	2%	1%	4%	0%	F	0.084	F	0.571	72000	G	
				To: From:		64-663 Do	ck Landin	g Road								
						2%	1%		00/	_	0.000	_		41000	G	2002
	4.40	20000	_	020/		10/2	1 %	4%	0%	F	0.089	F		41111111	( i	2002
	1.18	39000	G	93%	0%				001	_	0.000					
	1.18 Combined Traffic:		G G	93% 93%	0%	2%	1%	4%	0%	F	0.089	F		80000	G	
664						2%			0%	F	0.089					
664)	Combined Traffic:	76000	G	93%	0%	2%	1% US 58	4%				F		80000	G	2002
		76000 64000		93%		2%	1%		0% 	F F F	0.089 0.091 0.091					2002

						orfolk Maintei									
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+	Truck Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake	;			From:		110 460 1	IC12	ī							
664)	0.73	56000	G	93%	0%	US 460, US 460	% 4%	0%	F	0.091	F		56000	G	2002
004	Combined Traffic:		G	93%	0%		% 4%	0%	F	0.091	F		117000	G	2002
	Combined Traine.	117000	•	To:	070	I-64, I-2		070	•	0.001	•		117000	Ü	
Vest				From-		WCL Su	folk								
664)	0.62	32000	G	92%	0%		% 4%	0%	F	0.097	F		34000	G	2002
004)	Combined Traffic:	64000	G	93%	0%	2% 1	% 4%	0%	F	0.108	N		67000	G	
				To:		64-659 Pughsy									
Vest				From:											
664)	2.10	37000	G	92%	0%		% 4%	0%	F	0.084	F		39000	G	2002
	Combined Traffic:	70000	G	93%	0%	2% 1	% 4%	0%	F	NA			74000	G	
Vest				To: From:		SR 337 Portsm	outh Blvd	-							
664)	1.03	37000	G	92%	0%	2% 1	% 4%	0%	F	0.089	F		39000	G	2002
504)	Combined Traffic:		G	93%	0%		% 4%	0%	F	NA			72000	G	
				To:		64-663 Dock La			-						
Vest				From:											
664)	1.48	37000	G	92%	0%		% 4%	0%	F	0.092	F		39000	G	2002
	Combined Traffic:	76000	G	93%	0%	2% 1	% 4%	0%	F	NA			80000	G	
Vest				To: From:		US 5	3								
Vest 664	1.21	61000	G	92%	0%	2% 1	% 4%	0%	F	0.091	F		61000	G	2002
504)	Combined Traffic:		G	93%	0%		% 4%	0%	F	0.091	N		125000	G	
	Combined Traine.	.20000	•	To:	070	I-64, I-2		070	•	0.001			120000	Ŭ	
ity of Norfolk				-		•		-							
ILV OI NOTIOIK				From:		Curlew	Dr								
Corporate Bl	vd 0.47	2900	G	95%	0%	2% 2	% 1%	0%	F	0.126	F	0.770	3100	G	2002
122/				To:		US 13 Milita	ary Hwy								
				From:		122-8585 Ma	in Street								
2 Bank Street	0.13	NA								NA			NA		
				To:		122-8582 City	Hall Ave								
				From:											
3 Sewells Poin				r tonn.		SR 194; S	R 247								
192 /	t Road 1.57	NA		<u> </u>		·				NA			NA		
3 Sewells Poin	nt Road 1.57	NA		To:		SR 194; S				NA			NA		
192)	nt Road 1.57			To: From:		SR 165 Little Powhatan	Creek Rd Ave						NA		
199)	1.57 0.56	4600	G	To: From: 96%	0%	SR 165 Little  Powhatan 2% 1	Creek Rd  Ave  % 1%	0%	C	NA 0.09	F	0.570	NA 4900	G	2002
192)			G	To: From: 96% To:	0%	SR 165 Little  Powhatan 2% 1 SR 337 Hamp	Creek Rd Ave % 1% ton Blvd	0%	С		F	0.570		G	2002
5560) 49th St	0.56	4600		To: From: 96% To: From:		SR 165 Little  Powhatan 2% 1 SR 337 Hampton	Ave % 1% ton Blvd Blvd			0.09			4900		
5560) 49th St			G G	To: From: 96% To:	0%	SR 165 Little  Powhatan 2% 1 SR 337 Hampton 2% 1	Creek Rd  Ave % 1% ton Blvd Blvd % 1%	0%	C F		F	0.570 0.558		G G	
5560) 49th St	0.56	4600		To:  From:  96%  To:  From:  96%  To:		SR 165 Little   Powhatan     2%	Ave % 1% ton Blvd Blvd % 1% Ave			0.09			4900		
3560) 49th St	0.56	4600 2400	G	To:  From:  96%  To:  From:  96%  To:  From:	0%	SR 165 Little  Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A	Ave % 1% ton Blvd Blvd % 1% Ave Ave	0%	F	0.09	F	0.558	4900 2500	G	2002
49th St	0.56	4600		From: 96% To: From: 96% To: From: 96% To: From: 96%		Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1	Ave  Ave  % 1% ton Blvd Blvd  % 1% Ave  Ave  Ave			0.09			4900		2002
(1556) 49th St (1560) 49th St (1560) 49th St (1561) Bolling Ave	0.56 0.42 0.48	4600 2400 1100	G G	From: 96% To: From: 96% To: From: 96% To: From:	0%	Powhatan 2% 1 SR 337 Hampton 2% 1 Colley Powhatan 2% 1 SR 337 Hampton	Ave  Note that the state of the	0%	F	0.09	F F	0.558	4900 2500 1100	G G	2002
(1556) 49th St (1560) 49th St (1560) 49th St (1561) Bolling Ave	0.56	4600 2400	G	From: 96% To: From: 96% To: From: 96% To: From: 96% From: 96%	0%	Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1 SR 337 Hampton 2% 1 SR 337 Hampton 2% 1	Ave  Ave  What is a second of the second of	0%	F	0.09	F	0.558	4900 2500	G	2002
15560) 49th St 1560) 49th St 1560) 49th St 1561) Bolling Ave	0.56 0.42 0.48	4600 2400 1100	G G	To From: 96% To From: 96% To From: 96% To From: 96% To T	0%	Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1 SR 337 Hamp 2% 1 Jamestown 0	Ave We 1% Ave Blvd We 1% Ave Ave We 1% Ave Ave We 1% Crescent	0%	F	0.09	F F	0.558	4900 2500 1100	G G	2002
15560 49th St 15560 49th St 15560 Bolling Ave 15561 Bolling Ave	0.56 0.42 0.48 0.48	4600 2400 1100 1900	G G	To From: 96% To From: 96% To From: 96% To From: 96% From: 96% To From: 96%	0%	Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1 SR 337 Hamp 2% 1 Jamestown C	Ave  Ave  % 1%  ton Blvd  Blvd  % 1%  Ave  Ave  % 1%  ton Blvd  Ave  Ave  Ave  % 1%  The secont Ave	0%	F F	0.09 0.08 0.1 0.105	F F	0.558 0.597 0.609	4900 2500 1100 2000	G G G	2002
(556) 49th St (556) 49th St (556) Bolling Ave (556) Bolling Ave	0.56 0.42 0.48	4600 2400 1100	G G	From: 96% To: From: 96% To: From: 96% To: From: 96% From: 96% To: From: 96%	0%	SR 165 Little  Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1 SR 337 Hamp 2% 1 Jamestown 0 Powhatan 2% 1	Ave    Ave	0%	F	0.09	F F	0.558	4900 2500 1100	G G	2002
15560 49th St 15560 49th St 15560 Bolling Ave 15561 Bolling Ave	0.56 0.42 0.48 0.48	4600 2400 1100 1900	G G	To- From 96% To- From T	0%	Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1 SR 337 Hampton 2% 1 SR 337 Hampton 2% 1 SR 337 Hampton 2% 1 Jamestown 0 Powhatan 2% 1 Colley A	Ave Ave Ave What I % Ave	0%	F F	0.09 0.08 0.1 0.105	F F	0.558 0.597 0.609	4900 2500 1100 2000	G G G	2002
49th St 15560 49th St 15560 49th St 15561 Bolling Ave 15561 Bolling Ave 15562 43rd St	0.56 0.42 0.48 0.48	4600 2400 1100 1900 5000	G G G	To- From: 96% To- From: From: 96% To- From: From: 96% To- From: From: 96% To- From:	0%	SR 165 Little  Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A  Powhatan 2% 1 SR 337 Hampton 2% 1 Jamestown 0 Powhatan 2% 1 Jamestown 0 Colley A  US 58 Bramb	Ave What I was a second of the	0%	F F F	0.09 0.08 0.1 0.105	F F	0.558 0.597 0.609 0.779	4900 2500 1100 2000 5200	G G G	2002 2002 2002 2002
3560 49th St 3560 49th St 3560 Bolling Ave 3561 Bolling Ave 3562 43rd St	0.56 0.42 0.48 0.48	4600 2400 1100 1900	G G	To- From 96% To- From T	0%	Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1 SR 337 Hampton 2% 1 SR 337 Hampton 2% 1 Jamestown C Powhatan 2% 1 US 58 Brambl 2% 2	Ave % 1% ton Blvd Blvd % 1% Ave Ave % 1% ton Blvd Ave Ave % 1% ton Blvd % 1% ton Blvd % 1% ton Blvd % 1% Total	0%	F F	0.09 0.08 0.1 0.105	F F	0.558 0.597 0.609	4900 2500 1100 2000	G G G	2002 2002 2002 2002
3560) 49th St  3560) 49th St  3560) Bolling Ave  3560) 43rd St  3563) Colley Ave	0.56 0.42 0.48 0.48 0.98	4600 2400 1100 1900 5000	G G G	From: 96% To: From: 95%	0% 0% 0%	SR 165 Little   Powhatan 2%   1     SR 337 Hampton 2%   1     Colley 2     Powhatan 2%   1     SR 337 Hampton 2%   1     Jamestown 0     Powhatan 2%   1     Colley 2     US 58 Bramble 2%   2     Olney 1     Olney 2     Olney 3     Olney 4     Olney 4     Colley 4     Olney 5     Colley 4     Colley 6     Colley 6     Colley 6     Colley 7     Colley 7     Colley 8     Colley 9     Colley 9     Colley 9     Colley 1     Colley 1     Colley 9     Colley 1     Colley 1     Colley 1     Colley 1     Colley 2     Colley 1     Colley 1     Colley 1     Colley 1     Colley 2     Colley 1     Colley 1     Colley 1     Colley 2     Colley 2     Colley 2     Colley 3     Colley 4     Colley 6     Colley 6     Colley 6     Colley 1     Colley 1     Colley 1     Colley 2     Colley 2     Colley 3     Colley 3     Colley 4     Colley 4     Colley 6     Colley 7     Colley 7     Colley 7     Colley 7     Colley 7     Colley 8     Colley 8	Ave % 1% ton Blvd Blvd % 1% ton Blvd % 1% Ave % 1% ton Blvd % 1% Ave	0%	F F F	0.09 0.08 0.1 0.105 0.101	F F F	0.558 0.597 0.609 0.779	4900 2500 1100 2000 5200	G G G	2002 2002 2002 2002
\$560) 49th St  \$560) 49th St  \$560) 49th St  \$560) Bolling Ave  \$561] Bolling Ave  \$561] Bolling Ave	0.56 0.42 0.48 0.48	4600 2400 1100 1900 5000	G G G	From: 96% To: From: 95% To: From: 95%	0%	SR 165 Little   Powhatan 2%   1     SR 337 Hampton 2%   1     Colley 2     Powhatan 2%   1     SR 337 Hampton 2%   1     Jamestown 0     Powhatan 2%   1     Colley 2     US 58 Bramble 2%   2     Olney 1     Olney 2     Olney 3     Olney 4     Olney 4     Colley 4     Olney 5     Colley 4     Colley 6     Colley 6     Colley 6     Colley 7     Colley 7     Colley 8     Colley 9     Colley 9     Colley 9     Colley 1     Colley 1     Colley 9     Colley 1     Colley 1     Colley 1     Colley 1     Colley 2     Colley 1     Colley 1     Colley 1     Colley 1     Colley 2     Colley 1     Colley 1     Colley 1     Colley 2     Colley 2     Colley 2     Colley 3     Colley 4     Colley 6     Colley 6     Colley 6     Colley 1     Colley 1     Colley 1     Colley 2     Colley 2     Colley 3     Colley 3     Colley 4     Colley 4     Colley 6     Colley 7     Colley 7     Colley 7     Colley 7     Colley 7     Colley 8     Colley 8	Ave % 1% ton Blvd Blvd % 1% Ave Ave % 1% ton Blvd Ave Ave % 1% ton Blvd % 1% ton Blvd % 1% ton Blvd % 1% Total	0%	F F F	0.09 0.08 0.1 0.105	F F	0.558 0.597 0.609 0.779	4900 2500 1100 2000 5200	G G G	2002 2002 2002 2002
\$560 49th St  \$5	0.56 0.42 0.48 0.48 0.98	4600 2400 1100 1900 5000	G G G	From: 96% To: From: 95% To: From: 95%	0% 0% 0%	SR 165 Little   Powhatan 2%   1     SR 337 Hampton 2%   1     Colley 2     Powhatan 2%   1     SR 337 Hampton 2%   1     Jamestown 0     Powhatan 2%   1     Colley 2     US 58 Bramble 2%   2     Olney 1     Olney 2     Olney 3     Olney 4     Olney 4     Colley 4     Olney 5     Colley 4     Colley 6     Colley 6     Colley 6     Colley 7     Colley 7     Colley 8     Colley 9     Colley 9     Colley 9     Colley 1     Colley 1     Colley 9     Colley 1     Colley 1     Colley 1     Colley 1     Colley 2     Colley 1     Colley 1     Colley 1     Colley 1     Colley 2     Colley 1     Colley 1     Colley 1     Colley 2     Colley 2     Colley 2     Colley 3     Colley 4     Colley 6     Colley 6     Colley 6     Colley 1     Colley 1     Colley 1     Colley 2     Colley 2     Colley 3     Colley 3     Colley 4     Colley 4     Colley 6     Colley 7     Colley 7     Colley 7     Colley 7     Colley 7     Colley 8     Colley 8	Ave   Photon Blvd	0%	F F F	0.09 0.08 0.1 0.105 0.101	F F F	0.558 0.597 0.609 0.779	4900 2500 1100 2000 5200	G G G	2002 2002 2002 2002
3560 49th St 3560 49th St 3560 Bolling Ave 3561 Bolling Ave 3562 43rd St 3563 Colley Ave	0.56 0.42 0.48 0.48 0.98	4600 2400 1100 1900 5000	G G G	From: 96% To: From: 95%	0% 0% 0%	SR 165 Little   Powhatan   2%	Ave   Photon Blvd	0%	F F F	0.09 0.08 0.1 0.105 0.101	F F F	0.558 0.597 0.609 0.779	4900 2500 1100 2000 5200	G G G	2002 2002 2002 2002 2002
3560) 49th St 3560) 49th St 3560) Bolling Ave 3561) Bolling Ave 3562) 43rd St 3563) Colley Ave	0.56 0.42 0.48 0.48 0.98 0.21 0.40	4600 2400 1100 1900 5000 18000	G G G	From: 96% To: From: 95% To: From: 95%	0% 0% 0% 0%	SR 165 Little  Powhatan 2% 1 SR 337 Hamp Hampton 2% 1 Colley / Powhatan 2% 1 SR 337 Hamp 2% 1 Jamestown 0  US 58 Brambl 2% 2 Olney 1 2% 2 Princess Ar 2% 2	Ave    Ave	0% 0% 0% 0%	F F F	0.09 0.08 0.1 0.105 0.101 0.082	F F F	0.558 0.597 0.609 0.779 0.669 0.551	4900 2500 1100 2000 5200 19000 16000	G G G G	2002 2002 2002 2002 2002
49th St  3560) 49th St  3560) 49th St  3560) Bolling Ave  3561) Bolling Ave  3562) 43rd St  3563) Colley Ave	0.56 0.42 0.48 0.48 0.98 0.21 0.40	4600 2400 1100 1900 5000 18000	G G G	From: 96% To: From: 95% To: From: 95% To: From: 95%	0% 0% 0% 0%	SR 165 Little  Powhatan 2% 1 SR 337 Hampton 2% 1 Colley A Powhatan 2% 1 SR 337 Hampton 2% 1 SR 337 Hampton 2% 1 Jamestown C Powhatan 2% 1 Colley A US 58 Brambl 2% 2 Princess Ar 2% 2 21st Str	Ave    Ave	0% 0% 0% 0%	F F F	0.09 0.08 0.1 0.105 0.101 0.082	F F F	0.558 0.597 0.609 0.779 0.669 0.551	4900 2500 1100 2000 5200 19000 16000	G G G G	2002 2002 2002 2002 2002 2002 2002 200

					No	orfolk Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk								_							
<u> </u>				From:		27th St								_	
(8563) Colley Ave	1.08	13000	G	95%	0%	2% 2%	1%	0%	С	0.082	F	0.521	14000	G	2002
				From:		53rd Street		-							
(8563) Jamestown Crescent	0.70	NA		To:		CD 227 H		1		NA			NA		
						SR 337 Hampton B	lvd								
Davidadas Ava	0.75	4000	_	From:	40/	Dead End	40/	00/	_	NIA			NIA		2002
(8564) Powhatan Ave	0.75	1800	G	96%	1%	2% 1%	1%	0%	F	NA			NA		2002
<u> </u>				From:		Bolling Ave					_				
(8564) Powhatan Ave	0.81	3600	G	96%	1%	2% 1%	1%	0%	F	0.083	F	0.536	3800	G	2002
				From:		38th St Powhatan Ave									
(8564) 38th St	0.57	2900	G	96%	1%	2% 1%	1%	0%	F	0.087	F	0.588	3100	G	2002
38th St				To											
(8564) 38th St	0.41	5600	G	From: 96%	1%	SR 337 Hampton B 2% 1%	1%	0%	F	0.083	F	0.501	5900	G	2002
(8564) 38th St	0.41	0000	·		170		170	070	•	0.000	•	0.001	0000	O	2002
20th Ct	0.52	7500	G	From:	10/	Colley Ave	10/	00/		0.002	F	0.560	7000		2002
(8564) 38th St	0.53	7500	G	96%	1%	2% 1%	1%	0%	С	0.083	Г	0.568	7900	G	2002
<u> </u>				From:		Llewellyn Ave								_	
(8564) 38th St	0.17	3200	G	96%	1%	2% 1%	1%	0%	F	0.094	F	0.607	3300	G	2002
				From:		US 460 Granby S US 460	t	1							
8564 La Vallette Ave	0.48	NA		<u> </u>		65 100				NA			NA		
8564 122 La Vallette Ave				To:		Columbus Ave		1							
				From:		Olney Rd									
8565) Colonial Ave	1.08	8900	G	96%	1%	2% 1%	1%	0%	F	0.084	F	0.524	9300	G	2002
(8565) Colonial Ave				To:		27th St									
8565) Colonial Ave	1.07	2700	G	From: 96%	1%	2% 1%	1%	0%	F	0.087	F	0.506	2800	G	2002
(8565) Colonial Ave	1.01	2.00		To:	170	New Hampshire A			•	0.001	·	0.000	2000	Ū	2002
_				From:		Gasnold Ave									
8565 New Hampshire Ave	0.24	230	G	96%	1%	2% 1%	1%	0%	F	0.154	F	0.775	240	G	2002
				To:		Colonial Ave									
				From:		Colley Ave									
(8566) 41st St	0.05	980	G	97 <u>%</u>	1%	1% 0%	0%	0%	F	0.152	F	0.736	1000	G	2002
				To: From:		Mayflower Rd									
(8566) Mayflower Ave	0.22	2600	G	97%	1%	Carolina Ave	0%	0%	F	0.108	F	0.528	2600	G	2002
(8566) Mayflower Ave	0.22	2000	Ŭ	To:	170	Delaware Ave	0 70	070	•	0.100	•	0.020	2000	Ü	2002
				From:		Mayflower Rd									
(8566) Delaware Ave	0.55	4100	G	97%	1%	1% 0%	0%	0%	F	0.095	F	0.541	4300	G	2002
122				To: From:		Llewellyn Ave									
8566 122 Delaware Ave	0.12	8900	G	97%	1%	1% 0%	0%	0%	С	0.098	F	0.796	9400	G	2002
122				To:		US 460 Granby S	t								
				From:		Brambleton Ave									
8567 Boush St	0.21	9700	G	97%	1%	1% 0%	0%	0%	F	0.096	F		10000	G	2002
<i></i>				To:		Va Beach Blvd									
8567 Llewellyn Ave	0.30	10000	G	From: 96%	0%	1% 1%	1%	0%	F	0.104	F	0.651	11000	G	2002
(122)				To:		Princess Anne Ro	1								
(8567) Llewellyn Ave	0.50	10000	G	From: 96%	0%	1% 1%	1%	0%	F	0.100	F	0.600	11000	G	2002
(8567) Llewellyn Ave	0.00			- T	• • • • • • • • • • • • • • • • • • • •		. , ,		•	000	•	0.000		•	
Llewellyn Avo	0.72	8800	G	From: 96%	0%	21st Street	10/	0%	E	0.1	F	0.655	0200	G	2002
8567 Llewellyn Ave	0.72	8800	J	90 70	U 70	1% 1%	1%	U 70	F	0.1	Г	0.655	9200	G	2002
<u> </u>				From:		35th Street	401			0.05-		0 = : :	2=5=		005-
8567 Llewellyn Ave	0.14	8100	G	96%	0%	1% 1%	1%	0%	С	0.090	F	0.544	8500	G	2002
				To: From:		38th Street 38th St									
8567) Llewellyn Ave	0.20	14000	G	96%	0%	1% 1%	1%	0%	F	0.089	F	0.523	14000	G	2002
Liewellyn Ave	J. <b>_</b> U		•	Te:			. , 0		•	2.300	•	0.020	000	-	
(8567) Llewellyn Ave	0.28	7900	G	96%	0%	Delaware Ave	1%	0%	F	0.095	F		8400	G	2002
8567 Llewellyn Ave	0.20	1 300	3	90 70 To:	U /0	US 460 Granby S		U /0		0.093	-		0+00	3	2002
						OB 400 Grandy S	ı								

Route   Length   AADT   QA   4Tine   Bus   Save						No	orfolk Maintei	nance Area	l							
China Narial K	Route	Length	AADT	QA	4Tire	Bus			 2Trail	- QC		QK		AAWDT	QW	Year
Oliney Rd	City of Norfolk															
	O 01 - D1	0.50	40000			40/			00/		0.000	_	0.547	44000	_	0000
Camply Street   0.36	(8568) Olney Rd	0.58	10000	G	97%	1%	2% 0	% 0%	0%	Ċ	0.086	F	0.547	11000	G	2002
Company Street   0.36   NA	Ola Dd	0.00	0000			40/			00/	-	0.000	_	0.004	0000		
State   1.27   1.00	(8568) Olney Rd	0.23	6200	G	_	1%			0%		0.088	F	0.691	6600	G	2002
Granthy Street   0.36																
Section   Sect	Granby Street	0.36	NΔ		riom.		122-8585 N	lain St			ΝΔ			ΝΔ		
Second Princess Anne Rd   1.27   9100   G   97%   18   27%   07%	8569) Granby Girect	0.00	IVA		To-		US 58 Brambl	eton Ave			147 (			14/1		
Claremont Ave   0.51   820   G							Brambleto	n Ave								
Claremont Ave	(8569) Granby St	1.27	9100	G	_	1%			0%	F	0.087	F	0.516	9600	G	2002
Claremont Ave							Church	St								
SR 337 Hamsten Blvd   SR 327 Hamsten Blvd   SR 328 Hamsten Blvd	01	0.54	000	_	From:		Raleigh.	Ave			0.400	_		070	0	0000
Seg   21st St   0.29   10000   G   97%   1%   2%   0%   0%   0%   0%   F   0.086   F   0.521   11000   G   2002	8572 Claremont Ave	0.51	820	G					_		0.132	F		870	G	2002
Colley Ave	04.101	0.00	40000			40/			00/		0.000		0.504	44000		
21st St   0.48   14000   G   2002	8572 21st St	0.29	10000	G	97%	1%	2% 0	% 0%	0%	F	0.086	F	0.521	11000	G	2002
					To: From:		Colley A	Ave	-							
Church St   Chur	(8572) 21st St	0.48	14000	G							0.090	F	0.500	14000	G	2002
Monticello Average   Martine   Monticello   Martine   Monticello   Martine					From:		Llewelly	n St								
State   Stat	(8572) 21st St	0.25	9000	G	_						0.097	F	0.54	9500	G	2002
Ballentine Blvd   0.50   14000   G   95%   1%   3%   1%   1%   0%   C   0.082   F   0.589   14000   G   2002																
SR 166   Princess Anne Rd   SR 166   Princess   Rd   SR 166   Princess   Rd   SR 166   Rd   SR 168	O D II (' D) I	0.50	4.4000	_		40/			00/		0.000	_	0.500	4.4000	_	0000
SR 166 Princess Anne Rd   SR 166 Princess Anne Rd   SR 106 Princess Anne Rd   SR 2002	(8573) Ballentine Blvd	0.50	14000	G	95%	1%	3% 1	% 1%	0%	C	0.082	F	0.589	14000	G	2002
Segre   Princess Anne Rd   College   Princess   College   Colleg																
Segregable   Seg	(8573) Ballentine Blvd	0.54	11000	G	95%	1%			0%	F	0.079	F	0.537	12000	G	2002
Ballentine Blvd   0.49   NA   NA   NA   NA   NA   NA   NA   N					From:											
Secondary Stress   Secondary S	8573) Ballentine Blvd	0.49	NA		<u> </u>						NA			NA		
SR 168 Tidewater Dr   SR 168 Tidewater Dr   SR 337 Alt;   Waterside Dr   SR 360 Tidewater Dr   SR 360 Tidew	122				To		122-8613 Chesa	peake Blvd								
SR 168 Tidewater Dr					From:		US 460 Gra	nby St								
SR 168 Indexer Dr	(8574) Willow Wood Dr	1.10	11000	G	_	1%			0%	С	0.086	F	0.548	12000	G	2002
St Pauls Blvd   0.33   18000   G   98%   1%   1%   0%   0%   0%   0%   F   0.105   F   0.523   19000   G   2002					To:		SR 168 Tide	water Dr								
Section   Sect	O				<u> </u>											
Secondary   Princess Anne Rd   Color	(8575) St Pauls Blvd	0.33	18000	G	98%	1%	1% 0	% 0%	0%	F	0.105	F	0.523	19000	G	2002
Second Princess Anne Rd   Columb   Co	<u> </u>															
Segretary   Church St   Chur	122/	0.41	6300	G	98%	1%	1% 0	% 0%	0%	F	0.078	F	0.683	6600	G	2002
Name					To: From:		Brambleto	n Ave								
Name	(8575) Church St	0.23	12000	G							0.091	F	0.553	12000	G	2002
Princess Anne Rd   Princess   Princess Anne Rd   Princess   Princess   Princess Anne Rd   Princess   Princ	<u> </u>				To: From:		Va Beach	Blvd								
Second Princess Anne Rd   17000   G   87%   2%   3%   6%   2%   0%   C   NA	(8575) Church St	0.13	11000	G							0.089	F	0.518	12000	G	2002
Church St 0.84 17000 G 87% 2% 3% 6% 2% 0% C NA NA 2002    Section St					To:		Princess Ar	nne Rd								
Church St   O.05   9400   G   87%   2%   3%   6%   2%   0%   F   NA	(8575) Church St	0.84	17000	G		2%	3% 6	% 2%	0%	С	NA			NA		2002
Church St 0.05 9400 G 87% 2% 3% 6% 2% 0% F NA NA 2002    STIP   S	122				To: From:		26th S	it								
Church St   Chur	(8575) Church St	0.05	9400	G		2%			0%	F	NA			NA		2002
Church St  O.21  7300  G  87%  2%  3%  6%  2%  0%  F  NA  NA  2002  From  Dead End  NA  NA  NA  2002  NA  From  SR 337 Hampton Blvd  From  SR 337 Hampton Blvd  From  Colley Ave  SR 376  Princess Anne Rd  O.32  7600  G  96%  1%  2%  0%  1%  0%  F  0.077  F  0.569  7900  G  2002	122/				To:		27th S	it								
NA   NA   NA   NA   NA   NA   NA   NA	(8575) Church St	0.21	7300	G		2%			0%	F	NA			NA		2002
NA   NA   NA   NA   NA   NA   NA   NA	122						Monticello	) Ave								
SR 337 Hampton Blvd					From:		Dead E	nd								
SR 337 Hampton Blvd	Princess Anne Rd	0.62	NA		-						NA			NA		
Ref	122)				To		SR 337 Hamn	ton Blvd	]							
Colley Ave   From   Coll	8576) Princess Anne Rd	0.08	5200	G		1%			0%	F	0.079	F	0.522	5400	G	2002
Restaurable Princess Anne Rd 0.32 <b>7600 G</b> 96 1% 2% 0% 1% 0% F 0.077 F 0.569 7900 G 2002	122				To											
(1997)	Princess Anne Rd	0.32	7600	G		1%			0%	F	0.077	F	0.569	7900	G	2002
	122									<u> </u>						

					No	orfolk Maintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
8576 122	0.18	NA		From:		122-8565 Colonial A	Ave			NA			NA		
<u> </u>				From:		Llewellyn Ave					_				
Princess Anne Rd	0.28	8600	G	96%	1%	2% 0%	1%	0%	F	0.082	F	0.501	9000	G	2002
				To: From:		Monticello Ave									
Princess Anne Rd	0.49	9500	G	96%	1%	2% 0%	1%	0%	С	0.084	F	0.612	10000	G	2002
Princess Anne Rd	0.29	14000	G	96%	1%	Church St 2% 0%	1%	0%	F	0.077	F	0.588	14000	G	2002
Princess Anne Rd	0.29	14000	G	70 /0 To:	1 /0	Tidewater Dr	1 /0	0 /6	•	0.077	•	0.500	14000	G	2002
				From:											
Charletta Ct	0.47	2500	_	FIOIII.		Monticello Ave				0.400	_	0.700	2700	0	2000
Charlotte St	0.17	3500	G	To		HC 460 D W1	C4	1		0.103	F	0.769	3700	G	2002
				From:		US 460 Bus Wood US 460 Bus	St								
S580) Charlotte St	0.13	2300	G	<u> </u>		05 400 <b>Du</b> 3				0.085	F	0.602	2400	G	2002
Charlotte St	0.10	2000	Ŭ							0.000	•	0.002	2400	Ü	2002
O 01 1 11 01	0.00	2222	_	From:	40/	Fenchurch St	40/			0.000		0.507	0500		2000
Charlotte St	0.32	2300	G	92%	1%	5% 1%	1%	0%	F	0.089	F	0.537	2500	G	2002
<u> </u>				To:		Tidewater Dr									
_				From:		Chesapeake Blvd	l								
Fishermans Rd	0.44	4700	G	97%	0%	1% 1%	0%	0%	С	0.092	F	0.667	4900	G	200
<u>"</u>				To:		Sturgis Rd									
				From:		Fishermans Rd									
Sturgis Rd	0.11	840	G	97%	0%	1% 1%	0%	0%	F	0.13	F	0.547	880	G	2002
				To:		Bay View Blvd									
Sturgis St	0.64	1800	G	97%	0%	1% 1%	0%	0%	F	0.089	F	0.589	1900	G	200
Sturgis St				To:		Ocean View Ave	;								
				From:		Boush St		1							
Main Street	0.25	6600	G	92%	1%	5% 1%	1%	0%	F	0.092	F	0.615	7000	G	2002
Main Street	0.23	0000	J	To:	1 70	Bank St	1 70	070		0.002	•	0.013	7000	J	2002
				From:		Main St									
8585) Bank Street	0.16	2400	G	92%	1%	5% 1%	1%	0%	F	0.099	F	0.510	2600	G	2002
8585 Bank Street				To-		A1US 460-P City Hal									
				From:				1							
8586) Plume St	0.42	4300	G	92%	1%	Boush St 5% 1%	1%	0%	F	0.096	F	0.608	4500	G	2002
Plume St	0.42	4300	G	92 /0 To:	1 /0	St Pauls Blvd	1 /0	0 /0	ı	0.090		0.000	4300	G	200
								J							
<u> </u>			_	From:	10/	Park Ave	40/	201	_		_				
8588 Corprew Ave	0.77	6000	G	92%	1%	5% 1%	1%	0%	F	0.079	F	0.511	6300	G	200
<u> </u>				To:		Merrimac Ave									
				From:		SR 337									
8590 Indian River Road	0.23	NA								NA			NA		
				To:		Main Street									
8590 Indian River Road	0.66	1100	G	92%	1%	5% 1%	1%	0%	С	0.126	F	0.747	1200	G	200
8590 Indian River Road				To:		Marsh St									
_				From:		Berkley Ave									
Indian River Road	0.53	NA		-				-		NA			NA		
122)				To:		US 460 Wilson R	d								
				From:		State St		1							
8591) Liberty St	0.05	3100	G	93%	1%	1% 4%	1%	0%	С	0.092	N	0.567	3200	G	2002
B591 Liberty St	0.00	50	_		. 70		. , 0		•		••		5_50	-	_502
		4000	_	From:	401	Main St	461		_	0.00	_	0.500	4600		
8591 Liberty St	0.52	4600	G	93%	1%	1% 4%	1%	0%	F	80.0	F	0.506	4800	G	2002
				To:		WCL Chesapeak	е	<u></u>							
_				From:		Chestnut St									
Berkley Ave	0.10	13000	G	96%	1%	2% 1%	0%	0%	F	0.089	F	0.665	14000	G	2002
122								<del></del> 1							
8592) Berkley Ave	0.11	13000	G	From: 96%	1%	State St 2% 1%	0%	0%	F	0.083	Е	0.506	13000	G	2001
8592 Berkley Ave	0.11	13000	G		1 70		U%	U%	Г	0.083	F	0.506	13000	G	2002
				To:		Main St									

Length	AADT	QA	4Tire	Bus	True		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
0.21	11000	G	96%	1%	Main St 2% 1%	0%	0%	F	0.093	F	0.530	12000	G	2002
0.87	3500	G	To: From: 96%	1%	Fauquier St 2% 1%	0%	0%	С	0.092	F	0.542	3700	G	2002
0.18	11000	G	From: 96%	1%	Wilson St 2% 1%	0%	0%	F	0.101	F	0.531	11000	G	2002
0.20	3000	G	From: 96%	1%	Campostella Rd	0%	0%	F	0.082	F	0.595	3200	G	2002
			To: From:		WCL Chesapeake	)								
0.63	2600	G	To		Ford Dr				NA			NA		2002
0.55	530	G	97% To:	0%	Military Hwy 1% 0% Hunt Rd	1%	0%	С	0.138	F	0.718	560	G	2002
0.27	2200	G	82%	5%	Liberty St 4% 8%	1%	0%	С	0.081	F	0.519	2300	G	2002
n 122	4500	G	From:	20/-	Ingleside Rd	6%	0%		0.000	F	0.520	4700	G	2002
1 1.22	4500		To:	270	Princess Anne Rd		0%		0.099		0.520	4700	<u> </u>	2002
0.57	620	G	94%	2%	3% 1%	0%	0%	F	0.12	F	0.507	650	G	2002
0.73	NA		From:						NA			NA		
0.60	2600	G	94%	2%	North Shore Rd 3% 1%	0%	0%	С	0.083	F	0.554	2700	G	2002
			To: From:	I										
0.49	NA		To:		Beechwood Ave				NA			NA		
0.25	4000	G	96% To:	1%	Granby St  1% 3%  Newport Ave	0%	0%	F	0.084	F	0.566	4200	G	2002
1.16	4000	G	From: 96% To:	1%	Kingsley La 1% 3%	0%	0%	С	0.091	F	0.523	4200	G	2002
0.27	3800	G	From: 96%	1%		0%	0%	F	0.080	F	0.599	4000	G	2002
0.15	3400	G	From: 96%	1%	Cary St 2% 1%	0%	0%	F	0.078	F	0.559	3600	G	2002
0.20	1200	G	From: 96%	1%	St Julian Ave 2% 1% Ruchy St	0%	0%	F	0.085	F	0.540	1300	G	2002
0.12	NA		From:		122-8837 Rugby Str				NA			NA		
0.62	1400	G	From: 96%	1%	Tait Terrace 2% 1%	0%	0%	F	0.087	F	0.541	1500	G	2002
0.14	NA		From:		Kitchener Ave				NA			NA		
			To:	CD 245	7 Gap Terminus Chesa	_								
	0.21 0.87 0.18 0.20 0.63 0.55 0.27 0.73 0.60 0.49 0.25 1.16 0.27 0.15 0.20 0.12 0.62	0.87 3500 0.18 11000 0.20 3000 0.63 2600 0.55 530 0.27 2200 0.57 620 0.73 NA 0.60 2600 0.49 NA 0.25 4000 1.16 4000 0.27 3800 0.15 3400 0.20 1200 0.12 NA 0.62 1400	0.21 11000 G 0.87 3500 G 0.18 11000 G 0.20 3000 G 0.63 2600 G 0.55 530 G 0.27 2200 G 0.57 620 G 0.73 NA 0.60 2600 G 0.49 NA 0.25 4000 G 0.27 3800 G 0.27 3800 G 0.15 3400 G 0.20 1200 G 0.12 NA	0.21 11000 G 96%  0.87 3500 G 96%  0.18 11000 G 96%  0.20 3000 G 96%  0.63 2600 G From:  0.55 530 G 97%  10 To  1.122 4500 G 85%  10 To  1.22 4500 G 94%  0.73 NA  0.60 2600 G 94%  0.73 NA  0.60 2600 G 94%  1.16 4000 G 96%  1.16 4000 G 96%  1.16 4000 G 96%  0.27 3800 G 96%  0.27 3800 G 96%  0.27 3800 G 96%  0.28 To  1.19 From:  0.29 4000 G 96%  1.10 From:  0.21 NA  0.22 4500 G 96%  0.23 4000 G 96%  0.24 NA  0.25 4000 G 96%  0.25 4000 G 96%  0.27 3800 G 96%  0.28 To  0.29 To  0.29 To  0.20 1200 G 96%  0.10 From:  0.11 NA	0.21 11000 G 96% 1%  0.87 3500 G 96% 1%  0.18 11000 G 96% 1%  0.20 3000 G 96% 1%  0.63 2600 G  10  0.55 530 G 97% 0%  10  0.27 2200 G 82% 5%  10  0.57 620 G 94% 2%  10  0.73 NA  10  0.60 2600 G 94% 2%  10  1.16 4000 G 96% 1%  1.17	Description   Color   Color	Campostella Rd	Campostella Rd	Cangha   C	Campostella Rd	Campostella Rd   Camp	Canage   C	Camposition   Camposition	Composition   Composition

					No	orfolk Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk				_											
8613) Norview Ave	0.21	14000	G	97%	0%	Azalea Garden R 1% 1% Norfolk International	0%	0%	F	0.073	F	0.524	15000	G	2002
				From:	1		Airport	l I							-
8618 Bay View Blvd	0.61	8200	G	97%	0%	Granby St 1% 1%	0%	0%	F	0.09	F	0.584	8700	G	2002
8618) Bay View Blvd	0.52	9100	G	From: 96%	0%	Tidewater Dr 1% 2%	1%	0%	С	0.088	F	0.806	9500	G	2002
8618) Bay View Blvd	1.10	6900	G	From: 96%	0%	Chesapeake Blv	d 1%	0%	F	0.098	F	0.644	7300	G	2002
8618) Cape View Ave	0.41	NA		To: From:		Cape View Ave Bay View Blvd				NA			NA		
122/				To:		US 60 Ocean View	Ave								
8619 Beach View St	0.71	570	G	From: 98%	0%	Chesapeake Blv	d 1%	0%	F	0.102	F	0.563	600	G	2002
<i>111)</i>				To:		Ocean View St									
Sheppard Ave	0.54	2200	G	From: 98%	0%	Tidewater Dr	1%	0%	С	0.096	F	0.567	2300	G	2002
				To: From:		Chesapeake Blv	d								
Sheppard Ave	0.49	1800	G	98% To:	0%	1% 0% Cape View Ave	1%	0%	F	0.106	F	0.66	1900	G	2002
R620 Cape View Ave	0.19	490	G	98%	0%	Sheppard Ave 1% 0%	1%	0%	F	0.095	F	0.529	510	G	2002
8620 Cape View Ave	0.04	490	N	98% To:	0%	Tallwood St  1% 0%	1%	0%	N	0.095	N	0.529	510	N	2002
8620 Cape View Ave	0.46	5100	G	97%	0%	Dead End; Gap Sunset Drive 1% 0%	0%	0%	С	0.086	F	0.595	5300	G	2002
122				To:		Bay View Blvd									
_				From:		Little Creek Rd									
Old Ocean View Rd	0.64	3700	G	97%	0%	1% 0% Sheppard Ave	0%	0%	F	0.096	F	0.628	3900	G	2002
8621 Old Ocean View Rd	0.73	4100	G	97%	0%	1% 0%	0%	0%	F	0.101	F	0.606	4300	G	2002
8621) Old Ocean View Rd	0.76	940	G	From: 97%	0%	Bay View Blvd	0%	0%	F	0.101	F	0.672	980	G	2002
				To:		Tidewater Dr		<u> </u>							
Bay Avenue	0.33	2500	G	97%	0%	US 460 Granby S 1% 0%	0%	0%	F	0.143	F	0.638	2600	G	2002
8623) Bay Ave	0.30	13000	G	From: 97%	1%	I-64 1% 1%	1%	0%	С	0.113	F	0.836	13000	G	2002
				To: From:		First View St Bay Ave									
First View St	0.36	8600	G	97%	1%	1% 1%	1%	0%	F	0.083	F	0.665	9100	G	2002
8623 First VieW St	0.47	6800	G	From: 97%	1%	Beardon Ave 1% 1%	1%	0%	F	0.082	F	0.565	7100	G	2002
8623) First View St	0.44	7700	G	97%	1%	Cherry St 1% 1%	1%	0%	F	0.081	F	0.614	8100	G	2002
				To:		US 60 Ocean View	Ave								
8624 Maple Ave	0.35	800	G	97%	1%	First View St 1% 1%	1%	0%	F	0.087	F	0.607	840	G	2002
8625 Suburban Pkwy	0.87	1600	G	96%	0%	2% 2%	1%	0%	F	0.105	F	0.616	1700	G	2002
(122)				To: From:		Dead End Granby St									

					No	orfolk Ma	aintenance	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	True 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk				From:		G	ranby St		ī							
8626 Thole St	0.39	9600	G	96%	0%	2%	2%	1%	0%	F	0.081	F	0.549	10000	G	2002
(8626) Thole St	0.72	9800	G	96%	0%	2%	rkdale Dr 2%	1%	0%	С	0.084	F	0.544	10000	G	2002
8626 Thole St	···-			To-	0,0		Tidewater l		7,5		0.00	•	0.0	.0000		
				From:		Little	e Creek Rd									
8629 Meadow Creek Rd	0.52	2500	G	96%	0%	2%	2%	1%	0%	F	0.098	F	0.677	2600	G	2002
(122)				To-		О	riole Dr									
				From:		Azale	a Garden Ro	l	Î							
8630 Heutte Dr	1.20	2600	G	96%	0%	2%	2%	1%	0%	F	0.097	F	0.525	2700	G	2002
122				To:		S	hore Dr									
				From:		Chesa	peake Blvd									
8631 Johnstons Rd	0.58	12000	G	95%	1%	1%	2%	0%	0%	F	0.089	F	0.585	12000	G	2002
(122)				To:		Mil	itary Hwy		1							
8631) Johnstons Rd	0.93	7000	G	95%	1%	1%	2%	0%	0%	С	0.094	F	0.563	7400	G	2002
Johnstons Rd				To:												
8631) Halprin Dr	1.05	4400	G	From: 95%	1%	1%	e Creek Rd 2%	0%	0%	F	0.114	F	0.702	4600	G	2002
(8631) Halprin Dr	1.00			To:	170		arton Ave	070		•	0.111	·	0.102	1000	Ū	2002
_				From-			ead End									
8631 5th Bay St	0.16	NA		-							NA			NA		
122)				To:		Ple	asant Ave									
_				From:		Tid	ewater Dr									
8632 Norview Ave	0.29	6600	G	86%	1%	13%	0%	0%	0%	F	0.084	F	0.624	6900	G	2002
(11)				To:		Sed	gefield Dr									
8632 Norview Ave	0.79	6200	G	86%	1%	13%	0%	0%	0%	С	0.082	F	0.633	6500	G	2002
122				To:		Chesa	apeake Blvd									
				From:		Н	eutte Dr									
8633 Walters Dr	0.20	360	G								0.094	F	0.582	370	G	2002
(122)				To		Little	e Creek Rd									
(8633) Walters Dr	0.53	1500	G	86%	1%	13%	0%	0%	0%	F	0.082	F	0.634	1500	G	2002
Walters Dr				To:		Cree	kwood Rd									
				From:		Mil	itary Hwy									
8634) Meadow Lake Dr	0.43	850	G	86%	1%	13%	0%	0%	0%	F	0.110	F	0.508	900	G	2002
Meadow Lake Dr				To:		A	ldow Dr									
				From:		Chesa	npeake Blvd		Ī							
8636 Robin Hood Rd	0.99	7300	G	94%	1%	3%	1%	1%	0%	F	0.094	F	0.569	7600	G	2002
122				To:		Sewe	lls Point Rd									
<u> </u>			_	From:			ells Pt Rd			_		_				
Robin Hood Rd	0.36	7200	G	94%	1%	3%	1%	1%	0%	F	0.092	F	0.541	7500	G	2002
				To: From:		Azale	a Garden Ro	l	-							
8636 Robin Hood Rd	0.40	12000	G	94%	1%	3%	1%	1%	0%	С	0.089	F	0.64	12000	G	2002
122)				To: From:		Ells	mere Ave		-							
(8636) Robin Hood Rd	0.33	15000	G	94%	1%	3%	1%	1%	0%	F	0.096	F	0.76	15000	G	2002
Robin Hood Rd				To:		Ş	SR 165									
				From:		122-8639	Kimball Te	rrace	Ī							
8637 Ballentine Blvd	0.23	6300	G	95%	1%	3%	1%	0%	0%	С	0.09	F	0.592	6600	G	2002
122/				To:		4; SR 405	Ballentine I	Blvd; Gaj								
<u> </u>	•	4===	_	From:			ia Beach Bl			_	0.05:	_	0 ====			
8637 Merrimac Ave	0.36	1700	G	95%	1%	3%	1%	0%	0%	F	0.084	F	0.536	1800	G	2002
				To:			rincess Ann									
<u> </u>				From:			ampton Blvo									
(8638) Wesleyan Dr	0.36	18000	G	94%	1%	3%	1%	1%	0%	F	0.092	F	0.618	19000	G	2002
				To:			irginia Bea									
<u> </u>				From:			bleton Ave									
(8639) Kimball Terrace	0.99	5900	G	92%	1%	3%	2%	2%	0%	F	0.088	F	0.566	6200	G	2002
				To-		R	ivera St									

					INC	DITOR MAINENANC	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
N/antoninintan Aug	0.50	4000	_	From:	40/	Riviera St	20/	00/	_	0.005	_	0.500	2000	0	2002
(8639) Westminister Ave	0.50	1900	G	92%	1%	3% 2%	2%	0%	F	0.095	F	0.538	2000	G	2002
				From:		Stapleton Ave Dead End									
(8639) Westminister Ave	0.33	NA						-		NA			NA		
(8639) Westminister Ave				To:		Ingleside Road									
$\circ$				From:		Westminister Av									
(8639) Ingleside Rd	1.00	4500	G	92%	1%	3% 2%	2%	0%	F	0.089	F	0.614	4800	G	2002
				To: From:		Va Beach Blvd									
8639) Ingleside Rd	0.65	15000	G	92%	1%	3% 2%	2%	0%	F	0.09	F	0.58	15000	G	2002
(8639) Ingleside Rd				To		Dringage Anna Da	1								
8639) Ingleside Rd	0.46	15000	G	92%	1%	Princess Anne Ro	2%	0%	С	0.080	F	0.531	15000	G	2002
(8639) Ingleside Rd	0.40	15000	J	JZ /0	1 70	370 Z70	2 /0	<u> </u>	O	0.000		0.551	10000	J	2002
O 0			_	From:	101	Tait Terrace	201		_		_		4=000		
8639 Cromwell Rd	0.58	15000	G	92%	1%	3% 2%	2%	0%	F	0.087	F	0.501	15000	G	2002
				To: From:		Chesapeake Blvo	l	-							
8639 Cromwell Rd	0.85	13000	G	92%	1%	3% 2%	2%	0%	F	0.086	F	0.539	13000	G	2002
122/				To:		Tidewater Dr									
	·			From:		Va Beach Blvd		<u> </u>							
8641) Azalea Garden Rd	0.79	12000	G	-						0.095	F	0.531	13000	G	2002
8641 Azalea Garden Rd				To:		n	1	1							
Azoloo Cordon Pd	0.21	16000	G	From:		Princess Anne Ro	1			0.006	F	0.575	17000	G	2002
Azalea Garden Rd	0.31	10000	G							0.096	Г	0.575	17000	G	2002
				To: From:		Sewells Pt Rd		-							
Azalea Garden Rd	0.64	10000	G	92%	1%	3% 2%	2%	0%	F	0.096	F	0.540	11000	G	2002
				To:		Robin Hood Rd									
8641) Azalea Garden Rd	0.39	12000	G	From:						0.096	F	0.630	13000	G	2002
8641 Azalea Garden Rd															
Aralaa Cardan Dd	0.40	44000	_	From:		Elmhurst Ave				0.004	_	0.040	44000		2002
Azalea Garden Rd	0.42	11000	G	To:		M:l:tII				0.094	F	0.613	11000	G	2002
						Military Hwy									
O 5 1 5 1			_	From:	201	US 58 Va Beach B			_		_		40000		
8642) Raby Rd	0.25	11000	G	87%	3%	5% 2%	3%	0%	С	0.084	F	0.575	12000	G	2002
				To: From:		Harmony Rd									
8642) Sabre Rd/Lowery Rd	0.45	9800	G	87%	3%	Raby Rd 5% 2%	3%	0%	F	0.079	F	0.555	10000	G	2002
8642 Sabre Rd/Lowery Rd	0.43	3000	•	07 70	370	370 270	370	0 70	'	0.073	•	0.555	10000	O	2002
$\widehat{}$				To: From:		US 13 Military Hy		-							
(8642) Lowery Rd	0.43	8200	G	87 <u>%</u>	3%	5% 2%	3%	0%	F	0.081	F	0.555	8600	G	2002
122)				To:		SR 165 Kempsville	Rd								
_				From:		Sandpiper Lane									
8644 Poplar Hall Dr	0.56	2400	G	95%	1%	1% 2%	1%	0%	F	0.084	F	0.544	2500	G	2002
(122)				To:		US 13 Military Hv	W								
8644) Poplar Hall Dr	0.59	15000	G	95%	1%	1% 2%	1%	0%	С	0.098	F	0.552	15000	G	2002
Poplar Hall Dr	0.00		_	To:	.,,	Glenrock Rd	.,,			0.000	•	0.002		•	
				From:		Poplar Hall Dr									
8644 Glenrock Rd	0.40	5800	G	95%	1%	1% 2%	1%	0%	F	0.105	F	0.52	6100	G	2002
122				To:		US 58 Va Beach B	lvd								
				From:		Curlew Dr									
8646) Military Hwy	0.19	47000	G	97%	1%	2% 0%	0%	0%	F	0.106	F	0.643	49000	G	2002
8646 Military Hwy	-		-	To:		Sellger Dr									
_				From:		Military Hwy									
8646) Sellger Dr	0.59	3000	G	97%	1%	2% 0%	0%	0%	С	0.096	F	0.571	3200	G	2002
122				To:		Kidd Blvd									
<u> </u>				From:		Sellger Dr									
8646) Kidd Blvd	0.24	3100	G	97 <u>%</u>	1%	2% 0%	0%	0%	F	0.098	F	0.515	3200	G	2002
122				To:		Curlew Dr									
				From:		Susquehanna Dr									
8678 Newtown Road	0.57	NA								NA			NA		
122/				To:		SR 165 Princess Ann	e Rd								

Route  f Norfolk  Noutour Road	Length	AADT	QA	4Tire	-	Truck		-	Peak		Dir			
				41116	Bus	2Axle 3+Axle 1Trail		QC	Hour	QK	Factor	AAWDT	QW	Year
Noutour Road														
			_	From:		US 58 Va Beach Blvd		_		_			_	
Newtown Road	0.16	37000	G	97%	0%	1% 0% 1%	0%	С	0.075	F	0.529	39000	G	2002
				To:		NCL Va Beach								
				From:		Robin Hood Rd								
Herbert St	0.42	650	G	93%	1%	1% 3% 2%	0%	С	0.124	F	0.557	690	G	2002
				To:		Windermere Ave								
				From:		Herbert St								
Windermere Ave	0.23	490	G	93%	1%	1% 3% 2%	0%	F	0.103	F	0.576	520	G	2002
				To:		Sewells Pt Rd								
				From:		Cul-de-Sac	I							
Raleigh Ave	0.15	1700	G	93%	1%	2% 1% 3%	0%	С	0.098	F	0.624	1800	G	2002
				To:		Claremont St								
				From:										
Cadaatiald Da	0.54	4500	_		20/	Norview Ave	00/	_	0.000	_	0.504	4000	0	2002
Sedgefield Dr	0.54	1500	G	87% To:	3%	5% 2% 3%	0%	F	0.093	F	0.564	1600	G	2002
				10.		Philpotts Rd								
				From:		5Th Bay St								
Pleasant Ave	1.18	1700	G						0.086	F	0.613	1800	G	2002
				To:		Shore Dr								
				From:		US 60 Shore Ave								
Pleasant Ave	0.49	NA		_					NA			NA		
				To:		30Th Bay Street								
				From:		Versailles Ave								
Norway Place	0.76	1400	G	97%	1%	2% 0% 0%	0%	F	0.112	F	0.558	1500	G	2002
1401Way 1 lace	0.70	1-100	•	To:	170		070	•	0.112	•	0.000	1000	Ü	2002
						Willow Wood Dr								
				From:		Meadow Creek Rd								
Dominion Ave	1.49	4300	G	97 <u>%</u>	1%	2% 0% 0%	0%	F	0.097	F	0.518	4500	G	2002
				To-		Walters Dr								
				From:		Elmore Place	1							
Alsace Ave	0.16	1200	G	97%	1%	2% 0% 0%	0%	F	0.123	F	0.59	1200	G	2002
				To:		Tidewater Dr								
				From:			I							
Lindonwood Avo	0.52	E000	G		10/	26Th St	00/	C	0.070	_	0.505	6200	C	2002
Lindenwood Ave	0.52	5900	G		170		0%	C	0.079	Г	0.505	0200	G	2002
				10.		1 idewater Dr								
				From:		Tappahannock Dr								
Muskogee Ave	0.29	2000	G	95%	3%	2% 0% 0%	0%	F	0.095	F	0.523	2100	G	2002
				To		Tidovvotos De								
Dhilpotto Dd	0.00	2200		From:	20/		00/		0.007	_	0.6	2400		2002
Philipolis Ru	0.60	2300	G		3%		0%	C	0.097	Г	0.6	2400	G	2002
				10.		Sewells Point Rd								-
	-			From:		Huntsman Rd								
Curlew Dr	1.61	5300	G	95%	0%	3% 1% 1%	0%	F	0.108	F	0.544	5500	G	2002
<u> </u>				To:		Newtown Rd								
				From:										
35th St	0.22	1400	G		0%		0%	F	በ በደላ	F	0 570	1500	G	2002
000100	0.22	1-100	9	JJ /0	J /0		U /0	ı	0.004	1	0.018	1500	9	2002
				From:		Killam Ave								
35th St	0.18	2200	G	95%	0%	3% 1% 1%	0%	F	0.084	F	0.522	2300	G	2002
				To:		Colley Ave	L							
35th St	0.47	4200	G	95%	0%		0%		0.076	F	0.503	4400	G	2002
000100	0.47	7200	G		U /0	J/0 1/0 170 	U /0	C	0.070	1	0.503	++00	G	2002
				To: From:		Debree Ave								
35th St	0.08	4800	G	95%	0%	3% 1% 1%	0%	F	0.082	F	0.59	5000	G	2002
				To:										
	0.40	2022	_	From:	00/	Llewellyn Ave		_	0.000	_	0.004	4000		2000
2512 04	เมาห	3800	G	95%	0%	3% 1% 1%	0%	F	0.082	F	0.621	4000	G	2002
35th St	0.16			To:		Granby St								
35th St	0.10					Grandy St	-							
35th St	0.10			From:		Olney Rd W								
35th St  Mowbray Arch	0.66	680	G		0%		0%	F	0.108	F	0.561	720	G	2002
Philpotts Rd	0.80	2300 5300 1400	G G	95% From 95% To:  From 95% To:  From 95% To:  From 95% To:  From 95%	3% 0%	2% 0% 0%  Tidewater Dr 2% 0% 0%  Sewells Point Rd  Huntsman Rd 3% 1% 1%  Newtown Rd  Hampton Blvd 3% 1% 1%  Killam Ave	0% 0% 0% 0%	C F	0.097 0.108 0.084	F F	0.6 0.544 0.579	2400 5500 1500		G G G

					INC	orfolk Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Truc		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Norfolk															
8834 Tait Terrace	0.09	2900	G	95% To:	0%	Ballentine Blvd 3% 1% Ingleside Rd	1%	0%	F	0.096	F	0.518	3000	G	2002
				From:		21St Street		i							
0cean View Ave	0.44	450	G	95% To:	0%	3% 1% 28Th Street	1%	0%	F	0.111	F	0.593	470	G	2002
				From:		Tidewater Dr									
Rugby St	0.33	2100	G	95% To:	0%	3% 1% Maltby Ave	1%	0%	F	0.079	F	0.518	2200	G	2002
8838 Poplar Hall Dr	0.41	NA		From:		122-8644 Glenrock F	Rd			NA			NA		
122)				To:		US 58 Va Beach Blv	/d								
Atlantic Street	0.07	NA		From:		A1SR 337				NA			NA		
8840 Atlantic Street				To:		122-8585 Main Stree	et								
City of Portsmouth															
O 5	0.01	04666	_	From:	00/	Mt Vernon Ave	001	001		0.004	_	0.700	00000		0000
1 Bayview Blvd	0.21	21000	G	93% To:	0%	2% 2%	3%	0%	С	0.091	F	0.700	22000	G	2002
				From:		Chautauqua Ave 124-8525 River Shore	D4								
8516 Cedar Lane	0.42	NA		<u> </u>		124-0323 KIVEI SHOTE	Νu			NA			NA		
8516 Cedar Lane				To:		Dead End							<u> </u>		
				From:		ECL Suffolk									
Town Point Rd	0.71	7900	G	97%	1%	2% 0%	0%	0%	F	0.098	F	0.577	8300	G	2002
174)				To: From:		Twin Pines Rd									
Town Point Rd	0.13	25000	G	97%	1%	2% 0%	0%	0%	С	0.086	F	0.598	26000	G	2002
124/				To: From:		SR 164 Western Fw	у	1							
7520 Town Point Rd	0.31	21000	G	97%	1%	2% 0%	0%	0%	F	0.088	F	0.516	22000	G	2002
124				To:		NCL Chesapeake									
O				From:		Elm Ave			_					_	
8522 Portsmouth Blvd	0.34	4300	G	96%	1%	2% 0%	0%	0%	F	0.153	F	0.797	4600	G	2002
	0.55	4=00		From:	40/	Effingham St	00/			0.474		0.005	5000		0000
Portsmouth Blvd	0.55	4700	G	96%	1%	2% 0%	0%	0%	С	0.171	F	0.825	5000	G	2002
				From:		Portcenter Pkwy									
8523 Twin Pines Rd	0.90	9700	G	97%	1%	Town Point Rd 1% 0%	1%	0%	С	0.093	F	0.566	10000	G	2002
124				To:	.,•						-				
8523) Twin Pines Rd	0.63	3200	G	From: 97%	1%	Swannanoa Dr 1% 0%	1%	0%	F	0.092	F	0.554	3300	G	2002
78523 Twin Pines Rd				To:	. , ,	Hedgerow Cir			•		-				
	0.00	4500		From:	40/	Twin Pines Rd	40'	001	_	0.446	_	0.510	4000		0000
Hedgerow Ln	0.28	1500	G	97% To:	1%	1% 0%	1%	0%	F	0.119	F	0.518	1600	G	2002
				From:		River Shore Rd		<u> </u>							
8524) Churchland Blvd	0.09	14000	G	97%	1%	WCL Chesapeake 2% 1%	0%	0%	F	0.091	F	0.545	15000	G	2002
8524 Churchland Blvd			_	To:	. 70	West Norfolk Rd	- 70		'			0.540		_	
				From:		Churchland Blvd	221		_		_			_	
8524 W Norfolk Rd	0.11	3400	G	97%	1%	2% 1%	0%	0%	F	0.092	F	0.516	3600	G	2002
O				To: From:		Tyre Neck Rd	221								
8524 W Norfolk Rd	1.05	6400	G	97%	1%	2% 1%  Cedar Ln	0%	0%	С	0.095	F	0.548	6700	G	2002
8524 W Norfolk Rd	1.47	4400	G	97%	1%	2% 1%	0%	0%	F	0.091	F	0.508	4600	G	2002
				To: From:		SR 164 Western Fw	у								
8524 W Norfolk Rd	0.46	540	G	97%	1%	2% 1%	0%	0%	F	0.128	F	0.5	570	G	2002
				To:		Broadway St									

					INC	ortolk Maintenance	Area								
te L	Length	AADT	QA	4Tire	Bus	Truc		2Trail	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
rtsmouth															
				From:		Feudist Drive									
ling Pt	0.38	1600	G	96 <u>%</u>	1%	2% 1%	1%	0%	F	0.101	F	0.503	1600	G	2002
				To:		High Street									
	4.40		_	From:	40/	High St	40/	00/	_	0.00	_	0.540	40000	_	0000
ar La	1.18	9700	G	96%	1%	2% 1%	1%	0%	С	0.09	F	0.519	10000	G	2002
				To: From:		West Norfolk Rd									
1	0.05	4 4000	_		40/	W Norfolk Rd	40/	00/	_	0.4	_	0.507	45000	0	0000
ar Ln	0.35	14000	G	96%	1%	2% 1%	1%	0%	F	0.1	F	0.507	15000	G	2002
				From:		SR 164 Western Freev	way								
ar Ln	0.35	11000	G	96%	1%	2% 1%	1%	0%	F	0.124	F	0.517	11000	G	2002
				To:		River Shore Rd									
				From:		Cedar Lane									
er Shore Rd	0.11	8900	G	96%	1%	2% 1%	1%	0%	F	0.109	F	0.591	9400	G	2002
				To:		Oalshauest D.d.									
er Shore Rd	0.85	5500	G	96%	1%	Oakhurst Rd 2% 1%	1%	0%	F	0.09	F	0.715	5800	G	2002
i Shore Nu	0.05	3300	G	90 /6 To:	1 /0		1 /0	0 /0	1	0.09		0.713	3000	G	2002
				10.		Hedgerow La		I							
				From:		Cul-d-Sac									
utauqua Ave	0.58	2300	G	97%	0%	2% 1%	0%	0%	F	0.109	F	0.756	2400	G	2002
				To:		Cleveland St									
utauqua Ave	0.12	12000	G	97%	0%	2% 1%	0%	0%	С	0.094	F	0.508	13000	G	2002
ulauqua AVE	0.12	12000	G	9170	U 70	∠ /0 I 70	U /0	U 70	C	0.094	ı	0.506	13000	G	2002
				From:		Detroit St									
utauqua Ave	0.14	12000	G	97%	0%	2% 1%	0%	0%	F	0.097	F	0.521	13000	G	2002
				To:		Wasley Ct									
Italiana Ava	0.26	23000	G	97%	0%	Wesley St 2% 1%	0%	0%	F	0.088	F	0.69	24000	G	2002
Itauqua Ave	0.20	23000	G	97 76 To:	0%		070	0%	F	0.000	F	0.09	24000	G	2002
				10.		Bayview Blvd		<u> </u>							
				From:		West Norfolk Rd									
rchville Blvd	0.13	9900	G	98%	0%	2% 0%	0%	0%	F	0.094	F	0.548	10000	G	2002
				To:		Tyre Neck Rd									
rchland Blvd	0.27	10000	G	98%	0%	2% 0%	0%	0%	С	0.093	F	0.531	11000	G	2002
TCHIANG DIVU	0.27	10000	G	90 /0 To:	0 76		0 /0	0 /0	C	0.093		0.551	11000	G	2002
						High St US 17									
				From:		NCL Chesapeake									
e Neck Rd	0.24	12000	G	98%	0%	1% 1%	0%	0%	F	0.095	F	0.596	13000	G	2002
				To		High St									
Neck Rd	0.18	5600	G	98%	0%	1% 1%	0%	0%	С	0.093	F	0.502	5900	G	2002
; NECK ING	0.10	3000	G	90 /0	0 76	170 170	0 /0	0 /0	C	0.093		0.302	3900	G	2002
				From:		Churchland Blvd									
e Neck Rd	0.09	3800	G	98%	0%	1% 1%	0%	0%	F	0.097	F	0.524	4000	G	2002
				To:		W Norfolk Rd									
				From:		Cedar Ln									
on Pt Rd	0.56	3100	G	98%	0%		Λ0/-	0%	F	0.002	F	0.501	3300	G	2002
UII Ft Ru	0.50	3100	G	90 70 To:	0%		0%	0%	Г	0.092	F	0.591	3300	G	2002
				10.		Goff St		l							
				From:		High St									
stern Branch Blvd	0.58	7300	G	95%	2%	2% 0%	0%	0%	F	0.102	F	0.701	7700	G	2002
				To:		High St									
ford St	1.00	4700	G	95%	2%	2% 0%	0%	0%	С	0.092	F	0.510	4900	G	2002
iora ot	1.00	4700	J	To:	270		0 70	070	O	0.002	'	0.510	4300	J	2002
						Mt Vernon Ave									
				From:		Victory Blvd									
hurst Ln	1.41	2500	G	96%	2%	2% 0%	0%	0%	F	0.101	F	0.504	2700	G	2002
				To:		Garwood Ave									
hurst I n	n 18	3900	G	96%	20%		O%	Λ%.	F	0 105	F	0 587	4100	G	2002
IUIƏL LII	0.10	J300	G	JU /0	∠ /0	∠/0 U70	U /0	J /0	1.	0.100	Г	0.507	+ 100	G	2002
				From:		Airline Blvd									
hurst Ln	0.71	6700	G	96%	2%	2% 0%	0%	0%	С	0.097	F	0.632	7100	G	2002
				To:											
hurot l. n	0.24	7600		From:	20/		00/	00/		0.007	г	0.556	9000		2000
iuiSt LII	0.31	7000	G		Z%		U%	υ%	Г	0.097	Г	0.550	0000	G	2002
				10:		Portsmouth Blvd									
hurst Ln	0.18 0.71 0.31	3900 6700 7600	G G	96% From: 96%	2% 2% 2%		0%	0% 0% 0%	F C F	0.105 0.097 0.097	F F	0.587 0.632 0.556	4100 7100 8000	G G G	

					INC	orfolk Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle		 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth															
_				From:		Portsmouth Blv									
(8537) Elmhurst Ln	0.89	6600	G	96%	2%	2% 0%	0%	0%	F	0.094	F	0.506	6900	G	2002
				To:		Shore Dr									
O 01 1 51			_	From:	201	Hodges Ferry R		201	_		_				
(8538) Cherokee Rd	0.67	4300	G	96%	2%	2% 0%	0%	0%	F	0.088	F	0.535	4600	G	2002
				To:		City Park Ave									
			_	From:		Constitution Av			_		_			_	
(8539) County St	0.40	4900	G	93%	1%	3% 2%	1%	0%	F	0.087	F	0.552	5200	G	2002
				To: From:		Peninsula Ave		]							
8539 County St	0.31	4200	G	93%	1%	3% 2%	1%	0%	С	0.088	F	0.593	4400	G	2002
124)				To		Elm Ave		1							
(8539) County St	0.33	4500	G	93%	1%	2% 2%	2%	0%	С	0.080	F	0.595	4800	G	2002
(8539) County St				-											
0	0.04	2000	_	From:	40/	Effingham St	00/		_	0.404	_	0.574	0000		0000
(8539) County St	0.34	3000	G	93%	1%	2% 2%	2%	0%	F	0.104	F	0.571	3200	G	2002
<u> </u>				From:		Court St									
(8539) County St	0.16	3200	G	93 <u>%</u>	1%	2% 2%	2%	0%	F	0.098	F	0.658	3300	G	2002
				To:		Crawford St									
_				From:		Portsmouth Blvd SI	R 337								
8540 Hodges Ferry Rd	0.28	8000	G	97%	0%	2% 1%	1%	0%	F	0.09	F	0.513	8400	G	2002
124)				To:		Logan St		1							
(8540) Hodges Ferry Rd	0.26	7100	G	97%	0%	2% 1%	1%	0%	F	0.092	F	0.516	7500	G	2002
(8540) Hodges Ferry Rd				т					-		-				
Lladges Form Dd	0.76	7600	^	From:	00/	Cherokee Rd	10/	00/		0.000		0.504	7000		2002
Hodges Ferry Rd	0.76	7600	G	97%	0%	2% 1%	1%	0%	С	0.082	F	0.521	7900	G	2002
<u> </u>				From:		Airline Blvd									
(8540) Greenwood Dr	0.57	17000	G	97%	0%	2% 1%	1%	0%	F	0.085	F	0.537	18000	G	2002
124)				To		I-264									
8540) Greenwood Dr	0.80	13000	G	95%	2%	2% 0%	0%	0%	F	0.089	F	0.506	14000	G	2002
(8540) Greenwood Dr				To:				-							
Croonwood Dr	0.63	10000	G	95%	2%	Cavalier Blvd 2% 0%	0%	0%	F	0.087	F	0.562	11000	G	2002
(8540) Greenwood Dr	0.03	10000	G	95%	<b>Z</b> 70	270 070	0%	0%	F	0.067	Г	0.302	11000	G	2002
$\overline{}$				To: From:		Victory Blvd		<u> </u>							
(8540) Greenwood Dr	1.05	3700	G	95%	2%	2% 0%	0%	0%	С	0.083	F	0.565	3900	G	2002
				To: From:		Independence S	St	1							
(8540) Greenwood Dr	0.36	3200	G	95%	2%	2% 0%	0%	0%	F	0.095	F	0.519	3400	G	2002
124				To:		Deep Creek Blv	rd.								
(8540) Greenwood Dr	0.50	3200	G	95%	2%	2% 0%	0%	0%	F	0.091	F	0.524	3400	G	2002
(8540) Greenwood Dr	0.50	3200	J	To:	270	George Washington		070	'	0.001	•	0.524	3400	O	2002
				From:				1							
Chand Fairway	0.20	970	_	<u> </u>	20/	Chandler Harper		00/	0	0.402	_	0.527	010	_	2002
8542 Snead Fairway	0.30	870	G	92% To:	2%	5% 0%	1%	0%	С	0.103	F	0.537	910	G	2002
						Hodges Ferry R									
O 011			_	From:		US 58 Airline Bl					_			_	
8543 City Park Ave	0.79	2200	G	98%	0%	1% 0%	1%	0%	F	0.096	F	0.561	2400	G	2002
				To: From:		SR 337 Portsmouth	Blvd								
8543 City Park Ave	0.58	4800	G	98%	0%	1% 0%	1%	0%	F	0.098	F	0.514	5100	G	2002
124				To:		Clifford St									
$\circ$				From:		City Park Ave									
(8543) Clifford St	0.53	9500	G	98 <u>%</u>	0%	1% 0%	1%	0%	С	0.098	F	0.55	9900	G	2002
				To:		Powhatan Ave									
O Paul 1	0.00	<b>3</b> .00	_	From:	001	Clifford St	401	001	_	0.000	_	0.500	7000	_	0000
(8543) Powhatan Ave	0.26	7400	G	98%	0%	1% 0%	1%	0%	F	0.099	F	0.589	7800	G	2002
				To: From:		King St									
(8543) King St	0.70	8100	G	<u> </u>	0%	Powhatan Ave		∩º/-	_	0.007	_	0.615	8600	G	2002
8543 King St	0.79	8100	G	98% To:	U 70		1%	0%	F	0.097	F	0.615	8600	G	2002
				10.		Rodman Ave									

					No	orfolk Maintenan	nce Area								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle	ruck e 1Trail	 2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth								1							
(8544) Rodman Ave	0.58	6400	G	97%	1%	SR 337 Portsmouth	h Blvd 1%	0%	F	0.088	F	0.546	6800	G	2002
(8544) Rodman Ave	0.56	0400	G	31 /0 To:	1 /0	Caroline Ave		0 /0		0.000		0.540	0000	G	2002
				From:		Rodman Ave									
8544 Caroline Ave	0.19	370	G	97%	1%	2% 0%	1%	0%	F	0.134	F	0.547	390	G	2002
124				To: From:		US 58 Airline E	Blvd								
8544 Caroline Ave	1.05	2500	G	97%	1%	2% 0%	1%	0%	С	0.087	F	0.553	2600	G	2002
124)				To:		Shenandoah S	St								
				From:		US 58 Airline E	Blvd								
Rodman Ave	0.61	8500	G	To:		*** 1.0				0.088	F	0.525	8900	G	2002
						High St									
CILIST ALIA	4.00	2400	_	From:		McLean St				0.400	_	0.505	2000	0	2002
(8546) Elliott Ave	1.60	3400	G	To:		Frederick Blvd U	IC 17			0.109	F	0.505	3600	G	2002
				From:											
(8547) Deep Creek Blvd	0.28	5700	G	95%	2%	N CL Chesapea	0%	0%	F	0.095	F	0.577	6000	G	2002
8547 Deep Creek Blvd	0.20	3700	J	JJ 70	2 /0			070	•	0.000	•	0.577	0000	J	2002
(8547) Deep Creek Blvd	Λ Ω/Ι	6800	G	From: 95%	2%	Victory Blvd 2% 1%	1 0%	0%	F	0.083	F	0.515	7200	G	2002
8547 Deep Creek Blvd	0.84	0000	G	<i>9</i> 0%	∠ 70			U-70	r	0.003	Г	0.515	1200	G	2002
	0.07	0000		From:	20/	Greenwood D		00/		0.000		0.540	0700		2002
8547 Deep Creek Blvd	0.27	8300	G	95%	2%	2% 1%	0%	0%	F	0.080	F	0.543	8700	G	2002
				From:		Wright Ave									
8547 Deep Creek Blvd	0.46	8400	G	95%	2%	2% 1%	0%	0%	С	0.079	F	0.530	8900	G	2002
				From:		Portsmouth Bl									
8547 Deep Creek Blvd	0.16	9000	G	95%	2%	2% 1%	0%	0%	F	0.080	F	0.581	9500	G	2002
				To: From:		Frederick Blv	'd								
8547 Deep Creek Blvd	0.78	5700	G	95%	2%	2% 1%	0%	0%	F	0.080	F	0.556	6000	G	2002
				To:		Des Moines A	ve								
O				From:		Mt Vernon Av									
Wesley St	0.21	2100	G	89%	1%	2% 3%	4%	0%	F	0.190	F	0.780	2200	G	2002
				From:		Chautauqua A									
(8548) Wesley St	0.22	12000	G	89%	1%	2% 3%	4%	0%	С	0.089	F	0.59	13000	G	2002
				To:		ML King Fw	У								
	0.44	4000	_	From:	40/	High St	00/	00/	_	0.077	_	0.000	4500	_	0000
Mt Vernon Ave	0.14	4300	G	96%	1%	2% 1%	0%	0%	F	0.077	F	0.628	4500	G	2002
<u> </u>				From:		London Blvc									
(8549) Mt Vernon Ave	1.21	12000	G	96% To:	1%	2% 1%	0%	0%	С	0.083	F	0.579	13000	G	2002
						Bay View Bly									
Clayeland Ct	0.01	4200	•	From:	00/	Mt Vernon Av		00/	_	0.007	_	0.550	1400	0	2002
8550 Cleveland St	0.21	1300	G	98%	0%	1% 0%	0%	0%	F	0.087	F	0.550	1400	G	2002
Olavadara d Ot	0.40	44000		From:	00/	Chautauqua A		00/		0.005		0.040	40000		0000
(8550) Cleveland St	0.18	11000	G	98% To:	0%	1% 0%	0%	0%	С	0.095	F	0.912	12000	G	2002
						ML King Frw									
(8552) London St	0.49	5800	G	From: 98%	0%	Effingham Si	0%	0%	F	0.089	F	0.519	6100	G	2002
(8552) London St	0.43	3000	0	To:	0 70	Crawford St		0 70	'	0.003	'	0.519	0100	J	2002
				From:		County St		<u>.</u>							
8553) Peninsula Ave	0.59	3200	G	98%	0%	1% 0%	0%	0%	F	0.099	F	0.599	3400	G	2002
8553 124 Peninsula Ave				To:		Leckie ST									
				From:		County St		1							
8554 124 Constitution Ave	0.66	1600	G	96%	0%	2% 2%	0%	0%	F	0.099	F	0.568	1600	G	2002
124				To:		Leckie St									
O Lackie Ct	0.00	000	•	From:	00/	Constitution A		00/	_	0.440	_	0.500	1000	0	2000
8554 Leckie St	0.80	960	G	96% To:	0%	2% 2% Fort La	0%	0%	F	0.113	F	0.502	1000	G	2002
						Fort La									

					No	orfolk Ma	intenance	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle		2Trail	QC	Peak	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth				_		ZAXIE	3*Axie	TITALI	ZIIdii		Hour		Factor			
(8554) Fort La	0.07	1400	G	96%	0%	2%	eckie St 2%	0%	0%	F	0.082	F	0.670	1400	G	2002
(8554) Fort La	0.07	1400	G	70 /0	0 /0		ford Pkwy	0 70	0 /6	•	0.002		0.678	1400	G	2002
				From:			rt Lane									
8554 Crawford Pkwy	0.06	2900	G	96%	0%	2%	2%	0%	0%	F	0.095	F	0.537	3000	G	2002
				To: From:		Effi	ngham St									
(8554) Crawford Pkwy	0.28	4300	G	96%	0%	2%	2%	0%	0%	F	0.092	F	0.625	4600	G	2002
				From:		C	ourt St		-							
8554 Crawford Pkwy	0.35	4800	G	96%	0%	2%	2%	0%	0%	F	0.087	F	0.536	5000	G	2002
				From:			don Blvd									
8554 Crawford St	0.10	8200	G	96%	0%	2%	2%	0%	0%	F	0.094	F	0.509	8600	G	2002
<u> </u>				From:			ligh St									
8554 Crawford St	0.11	9000	G	96%	0%	2%	2%	0%	0%	F	0.085	F	0.621	9500	G	2002
				To: From:			ounty St		]-							
8554 Crawford St	0.24	8400	G	96%	0%	2%	2%	0%	0%	С	0.085	F	0.5	8800	G	2002
				To: From:			rt St; gap he St; gap									
8554) First Street	0.23	2600	G	96%	0%	2%	2%	0%	0%	F	NA			NA		2002
R8554 First Street				To:			ncoln St									
				From:		Se	outh St									
8555 Washington St	0.57	1500	G	96%	0%	2%	2%	0%	0%	F	0.095	F	0.503	1600	G	2002
124)				To:		Craw	ford Pkwy									
				From:			don Blvd									
8557 Effingham St	0.09	22000	G	97%	0%	1%	1%	0%	0%	F	0.083	F	0.703	23000	G	2002
				To: From:		N	orth St									
8557 Effingham St	0.20	17000	G	97%	0%	1%	1%	0%	0%	С	0.085	F	0.731	18000	G	2002
				To: From:		Craw	ford Pkwy									
8557 Effingham St	0.09	19000	G	97 <u>%</u>	0%	1%	1%	0%	0%	F	0.107	F	0.878	20000	G	2002
				To:		Ent. OS	SN. Hospita	ıl								
<u> </u>				From:			nouth Blvd									
8558 Elm Ave	0.76	6500	G	94%	1%	2%	2%	1%	0%	С	0.093	F	0.541	6800	G	2002
				To: From:			I-264									
8558 Elm Ave	0.03	8000	G	94%	1%	2%	2%	1%	0%	F	0.093	F	0.540	8400	G	2002
				To: From:			outh St									
8558 Elm Ave	0.19	8200	G	94%	1%	2%	2%	1%	0%	F	0.104	F	0.534	8600	G	2002
				From:		Co	ounty St									
8558 Elm Ave	0.10	8100	G	94%	1%	2%	2%	1%	0%	F	0.09	F	0.523	8500	G	2002
				To: From:			ligh St									
8558 Elm Ave	0.11	5600	G	94%	1%	2%	2%	1%	0%	F	0.089	F	0.601	5900	G	2002
				To: From:		Lon	don Blvd		}							
8558 Elm Ave	0.38	3500	G	94%	1%	2%	2%	1%	0%	F	0.097	F	0.579	3700	G	2002
124)				To:		Le	eckie St									
O				From:			nouth Blvd								_	
8559 Des Moines Ave	0.60	2200	G	95%	2%	2%	1%	0%	0%	F	0.096	F	0.663	2300	G	2002
				To: From:			Creek Blvd									
8559 Des Moines Ave	0.06	7700	G	95%	2%	2%	1%	0%	0%	С	0.076	F	0.573	8100	G	2002
				To: From:			I-264									
8559 Des Moines Ave	0.05	8100	G	95 <u>%</u>	2%	2%	1%	0%	0%	F	0.078	F	0.556	8500	G	2002
				To:		Se	outh St		J							
O 0 5: :	•	44255	_	From:	401		Chesapeake			_		_	0 ====	4.0		000=
(8599) Cavalier Blvd	0.82	11000	G	96%	1%	2%	0%	1%	0%	С	0.1	F	0.588	11000	G	2002
				To: From:	_		nwood Dr									
(8599) Cavalier Blvd	0.69	7600	G	96%	1%	2%	0%	1%	0%	F	0.094	F	0.93	8000	G	2002
				To:		Vic	tory Blvd									

Care   Purkershameth   Purke						INC	orioik iviairiteriance	Area								
Guest La	Route	Length	AADT	QA	4Tire	Bus				QC		QK		AAWDT	QW	Year
Squark La	City of Portsmouth				P		No. of									
## Afton Pkwy   0.28   3300   G   08%   1%   2%   0%   1%   0%   F   0.097   F   0.536   3500   G   2002   ## Afton Pkwy   0.51   1600   G   08%   1%   2%   0%   1%   0%   F   0.115   F   0.651   1600   G   2002   ## Afton Pkwy   0.51   1600   G   08%   1%   2%   0%   1%   0%   F   0.115   F   0.651   1600   G   2002   ## Afton Pkwy   0.51   1600   G   08%   1%   2%   0%   1%   0%   F   0.115   F   0.651   1600   G   2002   ## Afton Pkwy   0.51   1600   G   08%   1%   2%   0%   1%   0%   F   0.148   F   0.651   3000   G   2002   ## Afton Pkwy   0.51   1600   G   08%   1%   0%   2%   7%   1%   0%   0%   F   0.148   F   0.595   3800   G   2002   ## Afton Pkwy   0.51   1600   G   08%   1%   0%   0%   0%   0%   0%   0%   0	Gust La	0.70	5800	G	<u> </u>	1%			0%	F	0.086	F	0.551	6100	G	2002
## Aften Pkwy	8601 Oust La	0.70	3000	J	To:	1 /0		1 /0	070		0.000	'	0.551	0100	U	2002
## Afton Pkwy   0.28   3300   G   98%   1%   2%   5%   1%   0%   F   0.097   F   0.536   3500   G   2002   ## Afton Pkwy   0.51   1600   G   98%   1%   2%   5%   0%   1%   0%   F   0.115   F   0.651   1600   G   2002   ## Afton Pkwy   0.51   1600   G   98%   1%   2%   7%   1%   0%   F   0.115   F   0.651   1600   G   2002   ## Afton Pkwy   0.51   1600   G   88%   1%   4%   2%   7%   1%   0%   F   0.115   F   0.651   1600   G   2002   ## Afton Pkwy   0.77   3600   G   88%   1%   4%   2%   7%   1%   0%   F   0.148   F   0.951   3000   G   2002   ## High Street   0.12   NA   1800   G   88%   1%   4%   2%   7%   1%   0%   F   0.104   F   0.505   3800   G   2002   ## High Street   0.12   NA   1800   G   95%   1%   2%   1%   0%   0%   F   0.083   F   0.575   16000   G   2002   ## High St   0.47   17000   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.32   11000   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.32   11000   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.32   11000   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.32   11000   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.51   7200   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.51   7200   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.51   7200   G   95%   1%   2%   1%   0%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.51   7200   G   95%   1%   2%   1%   0%   0%   0%   F   0.082   F   0.588   18000   G   2002   ## High St   0.51   7200   G   95%   1%   2%   1%   0%   0%   0%   F   0.081   F   0.544   7600   G   2002   ## High St   0.51   7200   G   95%   1%   0%   2%   0%   1%   0%   0%   0%   F   0.081   F   0.588   18000   G   2002   ## High St   0.51   7200   G   95%   1%   0%   0%   0%   0%   0%   0%   0					From:	Ge		/US 17	Ī							
Project Plays Graph   Project Plays Graph	8606 Afton Pkwy	0.28	3300	G	96%				0%	F	0.097	F	0.536	3500	G	2002
## Affon Privoy   0.51   1600   G   96%   1%   2%   0%   1%   2%   0%   1%   0%   F   0.115   F   0.651   1600   G   2002	124				_		Prospect Pkwy Gap									
Values   High St	O				<u> </u>											
Coest Guard Blvd   0.97   2800   G   86%   1%   4%   2%   7%   1%   F   0.148   F   0.951   3000   G   2002	(8606) Afton Pkwy	0.51	1600	G		1%		1%	0%	F	0.115	F	0.651	1600	G	2002
Garwood Ave 0.17 2800 G 88% 1% 4% 2% 7% 7% 1% 1% F 0.148 F 0.951 3000 G 2002  ****									J							
Main Gare   Garwood Ave   0.17   3600   G   86%   1%   4%   2%   7%   1%   C   0.104   F   0.505   3800   G   2002	O	0.07		_	<u> </u>	40/		70/	40/	_	0.440	_	0.054	0000	_	0000
Commission   Com	8755 Coast Guard Blvd	0.97	2800	G		1%		7%	1%	F	0.148	F	0.951	3000	G	2002
Garwood Ave 0.17 3800 G 88% 1% 4% 2% 7% 1% 0 C 0.104 F 0.505 3800 G 2002																
High Street   0.12   NA   NA   NA   NA   NA   NA   NA   N	Carwood Ava	0.17	2600	G	<u> </u>	10/		70/	10/	C	0.104	_	0.505	2000	C	2002
High Street   0.12   NA	8756 Gal WOOd Ave	0.17	3000	G	_	1 70		1 70	1 70	C	0.104	Г	0.505	3600	G	2002
High Street   0.12   NA   NA   NA   NA   NA   NA   NA   N					Erom:				1							
USS A Aritine Blvd	High Street	N 12	NΔ				US 1/ Frederick Bly	vu			NΑ			NΙΔ		
Airline Blvd	124 Tilgit Street	0.12	IVA		To:		US 58 Airline Blvd	i	1		INA			14/4		
High St   0.22   15000   G   95%   1%   2%   1%   0%   0%   F   0.083   F   0.575   16000   G   2002					From:											
Mil Vermon Ave	(8758) High St	0.22	15000	G	95%	1%	2% 1%	0%	0%	F	0.083	F	0.575	16000	G	2002
High St   0.47   17000   G   95%   1%   2%   1%   0%   0%   F   0.082   F   0.589   18000   G   2002	124				To:		Mt Vernon Ave									
Mil. King Frivy   Mil. King	(8758) High St	0.47	17000	G		1%		0%	0%	F	0.082	F	0.589	18000	G	2002
High St   0.79   16000   G   95%   1%   2%   1%   0%   0%   C   0.079   F   0.613   17000   G   2002	124				To:											
Figs   High St   0.32   11000   G   95%   1%   2%   1%   0%   0%   F   0.078   F   0.648   12000   G   2002	(9759) High St	0.79	16000	G		1%		0%	0%	С	0 079	F	0.613	17000	G	2002
High St   0.32   11000   G   95%   1%   2%   1%   0%   0%   F   0.078   F   0.648   12000   G   2002	124	00			T	. , ,					0.0.0	•	0.0.0			
First St   South St	☐ High St	0.33	11000	G		10/		Λº/-	0%		0.078		0.649	12000	G	2002
High St   0.51   7200   G   95%   1%   2%   1%   0%   0%   0%   F   0.102   F   0.544   7600   G   2002	8758) Tilgit St	0.32	11000	G	95 /6	1 /0	270 170	0 70	0 76	•	0.076		0.040	12000	G	2002
First St	<u> </u>					10/		201			2 122				_	
First St	(8758) High St	0.51	7200	G	_	1%		0%	0%	F	0.102	F	0.544	7600	G	2002
Symbol Note																
Sign   Court St   Co	Mal and Ch	0.00	4000	_		40/		00/	00/	_	0.004	_	0.570	4000	0	2002
Deep Creek Blvd   Deep Creek	8759 MCLean St	0.92	4600	G		1%		0%	0%	F	0.091	F	0.578	4800	G	2002
State   Count St   C																
Second St   1600   G   97%   0%   2%   0%   1%   0%   F   0.141   F   0.818   1700   G   2002	Lincoln St	0.02	2500	G		Ω0/		10/	09/	_	0.00	_	0 565	2600	_	2002
STATE   Court St   0.66   1600   G   97%   0%   2%   0%   1%   0%   F   0.141   F   0.818   1700   G   2002	(8760) LINCOIT St	0.63	2500	G	97 76	070	270 070	1 70	0%	F	0.06	Г	0.505	2000	G	2002
Port Centre Pkwy   0.67   10000   G   97%   0%   2%   0%   1%   0%   0%   0%   0%   0%   0	O				From:											
Port Centre Pkwy   0.67   10000   G   97%   0%   2%   0%   1%   0%   0%   0%   0%   0%   0	(8760) Lincoln St	0.66	1600	G		0%		1%	0%	F	0.141	F	0.818	1700	G	2002
Bife   Port Centre Pkwy   0.67   10000   G   97%   0%   2%   0%   1%   0%   0%   0%   0%   0%   0																
Court St   0.21   7700   G   94%   1%   4%   0%   0%   0%   0%   F   0.103   F   0.510   8100   G   2002	O Don't Country Discour	0.07	40000	_		00/		40/	00/	_	0.400	_	0.007	44000	0	0000
Crawford St Near I-264   Court St   0.21   7700   G   94%   1%   4%   0%   0%   0%   0%   F   0.103   F   0.510   8100   G   2002	(8761) POR Centre Pkwy	0.67	10000	G	9/%	υ%	۷% U%	1%	υ%	Ċ	0.129	F	0.907	17000	G	2002
Court St   Court St	<u> </u>			_												
State   Court St   C	(8761) Court St	0.21	7700	G	94%	1%	4% 0%	0%	0%	F	0.103	F	0.510	8100	G	2002
R761   Court St   0.11   6100   G   94%   1%   4%   0%   0%   0%   C   0.101   F   0.548   6400   G   2002     R761   Court St   0.11   4800   G   94%   1%   4%   0%   0%   0%   0%   F   0.096   F   0.61   5000   G   2002     R762   Court St   0.23   1200   G   94%   1%   4%   0%   0%   0%   0%   F   0.141   F   0.707   1200   G   2002     R762   Court St   0.10   NA   From   Columbus Avenue							County St		}							
South St   O.11   4800   G   94%   1%   4%   0%   0%   0%   F   0.096   F   0.61   5000   G   2002	(8761) Court St	0.11	6100	G		1%	4% 0%	0%	0%	С	0.101	F	0.548	6400	G	2002
Court St   0.11   4800   G   94%   1%   4%   0%   0%   0%   F   0.096   F   0.61   5000   G   2002	124				To:		High St									
Court St   Court St	(8761) Court St	0.11	4800	G		1%		0%	0%	F	0.096	F	0.61	5000	G	2002
R761   Court St   0.23   1200   G   94%   1%   4%   0%   0%   0%   0%   F   0.141   F   0.707   1200   G   2002	124				To:											
Tro Crawford Pkwy    South St   O.10   NA	Great Court St	0.23	1200	G	From: 94%	1%		0%	0%	F	0 141	F	0 707	1200	G	2002
South St   O.10   NA   NA   NA   NA   NA   NA   NA   N	124	0.20	.200	_		1 /0		<b>U</b> /U	370	•	U. 1-∓ I	•	0.101	1200	J	2002
South St   0.10   NA   NA   NA   NA   NA   NA   NA   N					From:											
Swanson Parkway   Swanson Parkway   Swanson Pkwy   Swanson Pkwy	South St	0.10	NΔ				Columbus Avenue	;			NΔ			NΔ		
South St   0.09   3400   G   94%   2%   2%   2%   1%   0%   F   0.080   F   0.871   3600   G   2002	124	5.10	147		To		Swanson Parkway				14/7			13/73		
Des Moines Ave     Des Moines Ave					From:											
Des Moines Ave	(8762) South St	0.09	3400	G	94%	2%	2% 2%	1%	0%	F	0.080	F	0.871	3600	G	2002
8762 South St 0.38 <b>7000 G</b> 94 2% 2% 2% 1% 0% C 0.077 F 0.597 7300 G 2002					To		Des Moines Ave		].							
To: Elm Ave	8762) South St	0.38	7000	G		2%		1%	0%	С	0.077	F	0.597	7300	G	2002
	124						Elm Ave									

					IN	offolk Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Portsmouth							_							
0 11 01	0.04		_	From:	00/	Elm Ave	201	_						0000
8762) South St	0.34	3900	G	94%	2%	2% 2% 1%	0%	F	NA			NA		2002
						Effingham St								
City of Chesapeake				From:		Churchland Blvd								
1 Towne Point Rd	0.07	21000	F	98%	1%	0% 0% 1%	0%	F	0.096	F	0.521	22000	F	2002
1 Towne Point Rd				To:	124	-8520 JB-131 NCL Chesapeak	e							
				From:		JB-131-NC State Line	Ī							
Backwoods Rd	0.73	1300	F	98%	0%	1% 0% 0%	0%	С	0.107	F	0.895	1400	F	2002
(131)				To-		131-8796 Ballahack Rd								
				From:		George Washington Hwy								
3 Douglas Rd	2.95	100	F	98%	1%	0% 0% 1%	0%	С	0.139	F	0.706	100	F	2002
(131)				To:		Benefit Rd								
_				From:		Battlefield Blvd								
Indian Creek Rd	5.92	1600	F	94%	1%	2% 1% 2%	0%	С	0.096	F	0.503	1700	F	2002
(1017)				To		WCL Virginia Beach								
				From:		Volvo Pkwy								
(5) Crossways Blvd	0.32	11000	F	99%	0%	0% 0% 0%	0%	С	0.099	F	0.546	12000	F	2002
				To:		Eden Way North								
O	_		_	From:		Greenbriar Pkwy				_			_	
(6) Woodlake Dr	0.23	19000	F	98%	1%	1% 0% 1%	0%	С	0.092	F	0.772	20000	F	2002
				To:		Old Greenbriar Pkwy								
O				From:		Woodlake Dr								
7 Old Greenbriar Rd	0.43	12000	F	97%	1%	1% 0% 1%	0%	С	0.089	F	0.61	12000	F	2002
				To: From:		Military Hwy								
7 Old Greenbriar	0.46	4400	F	98%	1%	1% 0% 0%	0%	F	0.095	F	0.524	4700	F	2002
(01)				To:		Providence Rd								
				From:		Ballahack Rd								
Bunch Walnuts Rd	3.01	980	F	98%	0%	1% 0% 1%	0%	С	0.099	F	0.569	1000	F	2002
				To:		Benefit Rd	<u> </u>							
<u> </u>			_	From:		WCL Va Beach		_		_			_	
g Paramont Ave	1.11	6300	F	98%	0%	1% 1% 0%	0%	С	0.088	F	0.526	6600	F	2002
				To:		Military Hwy								
0: 5: 51	4.70	4000	_	From:	40/	Benefit Rd	00/	_	0.000	_	0.000	4700	_	0000
(10) Sign Pine Rd	1.73	1600	F	98%	1%	1% 0% 0%	0%	С	0.099	F	0.809	1700	F	2002
				To:		Battlefield Blvd								
O commentalla Dal	0.44	40000	_	From:		68 Battlefield Blvd, Atlantic A		_	0.007	_	0.500	4.4000	_	0000
(11) Campostella Rd	0.44	13000	F	96%	0%	2% 1% 1%	0%	F	0.087	F	0.536	14000	F	2002
				From:		131-8640 Providence Rd	-							
(11) Campostella Rd	1.34	13000	F	96%	0%	2% 1% 1%	0%	F	0.085	F	0.503	14000	F	2002
				To:		SR 246 Liberty St; Border Rd	<u> </u>							
<u> </u>			_	From:		Western Branch Blvd		_		_			_	
(8524) Churchland Blvd	0.57	5500	F	98%	0%	1% 0% 0%	0%	С	0.087	F	0.516	5800	F	2002
				From:		Town Point Rd								
(8524) Churchland Blvd	0.09	14000	F	98%	0%	1% 0% 0%	0%	F	0.089	F	0.511	14000	F	2002
				To:		WCL Portsmouth								
<u> </u>				From:		SR 191 Jolliff Rd								
8527 Dock Landing Rd	0.27	5000	F	98%	0%	1% 0% 0%	0%	F	0.078	F	0.502	5300	F	2002
				To: From:		I-664								
8527 Dock Landing Rd	0.89	5400	F	98%	1%	1% 0% 0%	0%	С	0.095	F	0.668	5700	F	2002
<u> </u>				To		Eagle Hill Dr	1							
(8527) Dock Landing Rd	0.24	5100	F	98%	1%	1% 0% 0%	0%	F	0.095	F	0.615	5400	F	2002
8527 Dock Landing Rd	<u> </u>			To										
(8527) Dock Landing Rd	2.23	5800	F	From: 98%	1%	Devon Dr 1% 0% 0%	0%	С	0.094	F	0.529	6100	F	2002
8527 Dock Landing Rd	2.20	5500	•	90 /0 To:	1 /0	SR 337 Portsmouth Blvd	0 /0	C	0.004	'	0.023	0100	'	2002
						2.25, Loromodui Divu								

					N	offolk Maintenance A	rea							
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 1T		OC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake														
Duebaville Dd	0.04	C400	_	From:	00/	61-659; CL Suffolk	% 0%	]	0.004	_	0.540	0000	_	2002
Pughsville Rd	0.84	6400	F	91%	0%	1% 2% 6	% 0%	C	0.081	F	0.548	6800	F	2002
<u> </u>				From:	201	I-664	0/ 00/			_				
Pughsville Rd	0.17	18000	F	98%	0%		% 0%	C	0.087	F	0.593	19000	F	2002
				From:		131-8530; Taylor Rd Pughsville Rd								
(8529) Taylor Rd	1.65	17000	F	98%	0%		% 0%	F	0.092	F	0.542	17000	F	2002
(8529) Taylor Rd				To:		US 17		1						
				From:		SR 337 Portsmouth Blvd								
8530 Taylor Rd	1.70	20000	F	97%	0%		% 0%	С	0.114	F	0.526	22000	F	2002
131/				To:		Bruce Rd		1						
8530) Taylor Rd	0.29	19000	F	From: 97%	0%		% 0%	F	0.112	F	0.568	21000	F	2002
(8530) Taylor Rd	0.20		-	To:	0,0	131-8529 Pughsville Rd		1	•=		0.000		•	
				From:		Taylor Rd		- I						
8531) Dunedin Dr	0.99	1500	F	97%	1%		% 0%	С	0.096	F	0.51	1500	F	2002
8531 Dunedin Dr	0.00		-	To:	.,,	Western Branch Blvd	70 070	1	0.000		0.0.	.000	-	
				From:		Taylor Rd								
8532) Bruce Rd	1.54	11000	F	99%	0%		% 0%	C	0.095	F	0.518	12000	F	2002
(8532) Bruce Rd			-	To:	5 / 0	Tyre Neck Rd	0,0	1 Š		•	2.010		•	
_				From:		Bruce St								
8532 Tyre Neck Rd	1.26	10000	F	97%	0%	2% 0% 1	% 0%	С	0.093	F	0.551	11000	F	2002
(131)				To:		WCL Portsmouth								
				From:		Gust La								
8547 Deep Creek Blvd	0.60	4100	F	99%	0%	0% 0% 0	% 0%	С	0.09	F	0.614	4300	F	2002
1317				To:		SCL Portsmouth								
_				From:		US 460								
8591 Liberty Street	0.40	NA						_	NA			NA		
(131)				To:		SCL Norfolk								
				From:		ECL Norfolk								
8592 131 Berkley Ave	0.39	1700	F	99%	0%	0% 0% 0	% 0%	С	0.082	F	0.579	1800	F	2002
131/				To:		Wingfield Ave								
				From:		Bank Street								
8596 Rosemont Ave	0.13	NA						_'	NA			NA		
(131)				To:		Hill Street								
<u> </u>	0.07	=40	_	From:	00/	Hill St	10/ 00/	]	0.000	_	0.507	750	_	0000
8596 Rosemont Ave	0.37	710	F	86%	0%		1% 0%	C	0.083	F	0.507	750	F	2002
				10.		US 460 Bainbridge Blvd								
	0.45		_	From:	00/	Bainbridge Blvd	0/ 00/	]	0.000	_	0.505	0700	_	0000
8597 Chesapeake Dr	0.45	2600	F	99%	0%		% 0%	C	0.089	F	0.595	2700	F	2002
				To:		Chesapeake Ave								
O			_	From:	40/	Buell St	201	]		_			_	
8598 Freeman Ave	0.65	3500	F	61%	1%	4% 7% 28	3% 0%	С	0.084	F	0.691	3700	F	2002
				From:		I-464		]						
8598 Freeman Ave	0.25	6700	F	61%	1%	4% 7% 28	3% 0%	_ F	0.085	F	0.585	7100	F	2002
				To:		Bainbridge Blvd								
				From:		Military Hwy								
8599 Cavalier Blvd	1.24	11000	F	86%	1%		% 0%	С	0.093	F	0.565	12000	F	2002
				To:		SCL Portsmouth								
_				From:		Military Hwy		]						
8601 Deep Creek Blvd	0.94	3200	F	97%	1%		% 0%	С	0.083	F	0.658	3400	F	2002
131/				To:		Gust La								
			_	From:	201	Deep Creek Blvd	0/ 55:	]	0.0=:	_	0 = : =	225-	_	
8601 Gust La	0.44	5700	F	99%	0%		% 0%	C	0.084	F	0.549	6000	F	2002
				To:		SCL Portsmouth		<u> </u>						
<u> </u>				From:		Sir Galahad Dr			_		_			
(8602) Camelot Blvd	0.59	8800	F	98%	1%		% 0%	С	0.077	F	0.522	9400	F	2002
<u> </u>				To-		Deep Creek Blvd								

Route   Length   AADT   QA   4Tire   Bus   Substitute	200 = 200 =
City of Chesaneake	200 = 200 =
Camelot Bivd   0.32   4400   F   86%   1%   276   376   876   0%   0%   0%   0%   0%   0%   0%   0	200 = 200 =
Comparison   Com	200 = 200 =
Second   Galberry Rd   Canal Dr   Second   Canal Dr	200 = 200 =
Shell Rd	200 = 200 =
Shell Rd   0.87   5300   F   99%   0%   0%   0%   0%   0%   0%   0	200 = 200 = 200 = 200 = 200 = 200 = 200 = 200
Shell Rd	200 = 200 = 200 = 200 = 200 = 200 = 200 = 200
Shell Rd   0.81   4400   F   98%   1%   1%   0%   0%   0%   0%   0	200 = 200 = 200 = 200 = 200 = 200 = 200
Canal Dr   Canal Dr	200 = 200 = 200 = 200 = 200 = 200 = 200
Shell Rd	200 200 200 200 200 200 200
Shell Rd	200 200 200 200 200 200 200
Shell Rd   Shell Rd	200 = 200 = 200 = 200 = 200 = 200
Canal Dr Ext   Cana	200 = 200 = 200 = 200 = 200 = 200
Registration   Regi	200 = 200 = 200 = 200 = 200 = 200
No.   No.	200 = 200 = 200 = 200 = 200 = 200
Bainbridge Blvd   September   September	200 200 200 200 200
Portlock Rd   0.89   4700   F   98%   0%   1%   1%   0%   0%   0%   0%   0	200 200 200 200 200
Campostella Rd   Providence Rd     Providence Rd     Providence Rd     Providence Rd     Providence Rd     Providence Rd     Providence Rd     Providence Rd	200 200 200 200 200
Camposiella Rd   Providence	200 200 200 200
Dunbarton Rd   Dunb	200 200 200 200
Sparrow Rd   0.18   1600   F   98%   1%   1%   0%   0%   0%   0%   0%   0	200 200 200 200
Dunbarton Rd   Dunb	200
Dunbarton Rd   0.18   1600   F   98%   1%   1%   0%   0%   0%   0%   C   0.099   F   0.629   1700   F   1700   1700   F   1700   1700   F   1700   1700   F   1700   1700   F   1700   1700   F   1700   1700   F   1700   1700   F   1700   1700   F   1700   1700   F   1700	200
Dunbarton Rd 0.16 670 F 98% 1% 1% 1% 0% 0% 0% F 0.106 F 0.528 710 F 1	200
Dunbarton Rd   0.16   670   F   98%   1%   1%   0%   0%   0%   0%   F   0.106   F   0.528   710   F   1.55   17000   F   99%   0%   0%   0%   0%   0%   0%   0	200
To   Longdale Crescent     Longdale Crescent   L	200
Longdale Crescent   Long	200
Providence Rd   1.55   17000   F   99%   0%   0%   0%   0%   0%   0%   0	200
Angora Dr   Sea   Providence Rd   0.99   15000   F   99%   0%   0%   0%   0%   0%   0%   0	200
No.   No.	
Red   Providence Rd   0.99   15000   F   99%   0%   0%   0%   0%   0%   0%   0	
NCL Virginia Beach   WCL Virginia Beach   WCL Virginia Beach     W	
New Yagama Section   New Yag	200
8645 Sparrow Rd 0.23 5500 F 98% 0% 0% 0% 0% 0% 0% F 0.093 F 0.564 5800 F From Providence Rd	200
Providence Rd   Providence R	200
Providence Rd   Providence R	
8645) Sparrow Rd 0.84 9000 F 98% 0% 0% 0% 0% 0% C 0.087 F 0.520 9500 F	
Tax Indian River Rd	200
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
8645) Sparrow Rd 0.57 <b>3400 F</b> 98% 0% 0% 0% 0% F 0.095 F 0.552 3600 F	- 000
	200
To Little Beaver Rd	
8645) Sparrow Rd 0.28 <b>1600 F</b> 98% 0% 0% 0% 0% F 0.101 F 0.554 1700 F	200
To: Goldcrest Dr	
From: Campostella Rd 168	
Camposina ratio	200
<u></u>	200
Ta: Wingfield Ave	
8647 Border Rd 0.08 <b>NA</b> NA NA NA	
Berkley Ave	- 000
8847 Wingfield Dr 0.48 <b>2300 F</b> 99% 0% 1% 0% 0% 0% C 0.099 F 0.527 2400 F	200
1 atemstown Rd	
winghed //v	
\(\)\(\)\(\)	200
indian Kiver Ku	200
From: Battlefield Blvd	200
8648 Albemarle Dr 1.19 <b>3800 F</b> 99% 0% 0% 0% 0% 0% C 0.092 F 0.863 4000 F	

					No	orfolk Maintenance	Area								
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle	k 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake															
(8649) Woodford Dr	0.28	280	F	99% To:	0%	Mt Pleasant 0% 0% Royal Oak Dr	0%	0%	С	0.102	F	0.531	300	F	2002
				From:											
8650 Cornick Ave	0.14	780	F	99%	0%	Walnut Ave 0% 0%	0%	0%	F	0.12	F	0.567	830	F	2002
8650) Walnut Ave	0.60	1100	F	From:	0%	Oleander Ave	0%	00/		0.104	F	0.535	1200	F	2002
(8650) Walnut Ave	0.60	1100	г	99% To:	070	Sparrow Rd	070	0%	С	0.104	Г	0.555	1200	Г	2002
				From:		•		1							
8653) West Road	0.79	300	F	95%	2%	Douglas Rd 2% 1%	1%	0%	F	0.112	F	0.639	310	F	2002
(8653) West Road	0.73	300	•	95 /0	2 /0	270 170	1 /0	0 70	'	0.112	'	0.009	310	•	2002
O Wast Bil	F 07	4700		From:	00/	Benefit Road	40/		_	0.404	_	0.570	4000		0000
8653 West Rd	5.27	1700	F	95% To:	2%	2% 1%	1%	0%	С	0.101	F	0.572	1900	F	2002
						Dominion Blvd									
O 01 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			_	From:	401	Benefit Rd	201		_		_		4000	_	
8655 Shilelagh Rd	6.96	1100	F	98%	1%	1% 0%	0%	0%	С	0.094	F	0.628	1200	F	2002
				To:		Dominion Blvd									
$\widehat{}$		<del></del>		From:		Battlefield Blvd				<del></del>		<del></del>			
8656 Benefit Rd	1.96	1500	F	95%	1%	3% 1%	0%	0%	С	0.094	F	0.554	1600	F	2002
				To: From:		Sign Pine Rd									
8656) Benefit Rd	1.92	1600	F	95%	1%	3% 1%	0%	0%	F	0.1	F	0.541	1700	F	2002
8656 Benefit Rd				To											
8656) Benefit Rd	3.16	760	F	From: 97%	0%	Johnstown Rd 2% 0%	1%	0%	С	0.097	F	0.658	800	F	2002
8656 131 Benefit Rd	3.10	760	Г	97 76 To:	070	Douglas Rd	1 70	0%	C	0.097	Г	0.056	600	г	2002
O 01.1.411 11. 4	0.04		_	From:	00/	SR 168 Atlantic Av		00/	_	0.00	_	0.504	<del></del> 00	_	0000
Old Atlantic Ave	0.31	5400	F	97%	0%	2% 0%	1%	0%	F	0.09	F	0.521	5700	F	2002
				From:		SR 246 Liberty St									
8657 Cascade Blvd	0.44	980	F	97%	0%	2% 0%	1%	0%	F	0.13	F	0.725	1000	F	2002
(131)				To:		SR 168 Campostella	Rd								
				From:		Bainbridge Blvd									
8658 Booker St	0.58	920	F	96%	2%	2% 0%	0%	0%	F	0.124	F	0.53	980	F	2002
(131)				To:		Greatbridge Blvd									
				From:		SR 168 Battlefield B	lvd	1							
(8661) Centerfield Tnpk	3.99	5900	F	96%	0%	1% 2%	0%	0%	С	0.086	F	0.650	6200	F	2002
Centerfield Tnpk				To:				-							
Conton illo Tank	2.06	42000	-	From:	00/	Murray Dr	00/	00/		0.005	Г	0.606	12000	Г	2002
8661 Centerville Tnpk	2.06	12000	F	96%	0%	1% 3%	0%	0%	С	0.085	F	0.626	12000	F	2002
				From:		Waterway Circle									
8661 Centerville Tnpk	1.13	15000	F	97%	0%	1% 1%	0%	0%	F	0.092	F	0.633	16000	F	2002
				To:		131-8665 Butts Station	n Rd	]							
Conton illo Tank	0.46	8500	_	97%	0%	Butts Station Rd	0%	0%	С	0.089	F	0.600	9000	_	2002
8661 Centerville Tnpk	0.46	8500	F	_	0%			0%	C	0.089	г	0.600	9000	F	2002
				To: From:		131-8805 Elbow Rd	u								
(8661) Centerville Tnpk	1.76	7200	F	97%	0%	1% 1%	0%	0%	F	0.084	F	0.588	7600	F	2002
(8661) Centerville I npk				To:		ECL Va Beach							- 7 -		
				From:											
(8662) Green Tree Rd	0.73	5600	F	98%	0%	Kempsville Rd	0%	0%	С	0.109	F	0.563	5900	F	2002
(8662) Green Tree Rd	0.73	5000	•	90 70 To:	J /0	Oak Grove Rd	U /U	J /0	J	0.108	'	0.505	3300	1	2002
				From:		Battlefield Blvd									
8662) Oak Grove Rd	0.86	7000	F	98%	0%	1% 0%	1%	0%	С	0.098	F	0.587	7400	F	2002
(8662) Oak Grove Rd				To:		Green Tree Rd									
<u> </u>				From:		Benefit Rd									
8663) Johnstown Rd	5.94	3300	F	98%	0%	1% 0%	0%	0%	С	0.094	F	0.615	3500	F	2002
(8663) Johnstown Rd	0.01		-	To:	2 / 0	Battlefield Blvd	- / 3	7,0	9		•	2.010	2230	•	
				From:				1							
(8664) Woodbridge Dr	0.10	940	F	100%	0%	Johnstown Rd 0% 0%	0%	0%	C	0.104	F	0.604	990	F	2002
(8664) Woodbridge Dr	0.19	<del>34</del> 0	r	To:	U 70	Briarfield Dr	U /0	070	С	0.104	ı	0.004	330	I.	2002
						Briartield Dr									

City of Chesameake						No	orfolk Maintenanc	e Area								
## Briarfield Dr	Route	Length	AADT	QA	4Tire	Bus			 2Trail	- QC		QK		AAWDT	QW	Year
## Britarfield Dr	City of Chesapeake															
Dumbarton Rd	O 51 5115	0.68	2200	F	99%	0%	0% 0%		0%	С	0.104	F	0.521	2400	F	2002
### Dunbarton Rd					From:				1							
Careenbrier Pkwy	0665 Dunbarton Rd	0.65	6900	F	<u> </u>		1 Tovidence Ku				0.105	F	0.603	7300	F	2002
1-64   1-64					To: From:		US 13 Military Hy	wy	•							
Greenbrier Pkwy	8665 Greenbrier Pkwy	0.50	32000	F	98%	0%		0%	0%	F	0.086	F	0.556	34000	F	2002
Feature   Feat	8665 131 Greenbrier Pkwy	0.94	73000	F		0%		0%	0%	F	0.088	F	0.536	77000	F	2002
Volvo Pkwy   1.78   21000   F   98%   09%   19%   19%   09					From:		Eden Way									
See	Greenbrier Pkwy	0.42	39000	F	98%	0%		0%	0%	F	0.083	F	0.568	42000	F	2002
Butts Station Rd   2.08   11000   F   98%   0%   1%   1%   0%   0%   0%   F   0.104   F   0.681   11000   F   2002	8665 131 Greenbrier Pkwy	1.78	21000	F		0%		0%	0%	С	0.098	F	0.682	22000	F	2002
Butts Station Rd 2.08 11000 F 98% 0% 1% 1% 0% 0% 0% F 0.104 F 0.681 11000 F 2002					To: From:		SR 190 Kempsville	Rd	ŀ							
Second   S	8665) Butts Station Rd	2.08	11000	F		0%			0%	F	0.104	F	0.681	11000	F	2002
Blackwater Rd   2.62   2700   F   94%   1%   1%   3%   1%   0%   C   0.094   F   0.661   2900   F   2002	131/				To:		131-8661 Centerville	Tnrpk								
Blackwater Rd   2.62   2700   F   94%   1%   1%   3%   1%   0%   0%   0%   0.094   F   0.661   2900   F   2002   F   2002   F   2003   F   2004   F   20	<del></del>				From:		WCL Va Beach							-		
Fentress Airfield Rd	Blackwater Rd	2 62	2700	F	94%	1%			0%	C	0.094	F	0.661	2900	F	2002
Fentress Airfield Rd	131		••	•	_	. , 0				Ü	0.50 /	•	0.501	_500	•	_002
Fentress Airfield Rd 0.15 4300 F 95% 0% 1% 2% 1% 0% C 0.1 F 0.709 4500 F 2000 F SR 165M Pleasant Rd					From:			···	•							
Sk 105 NH Pelasam Rd	R667 Fentress Airfield Rd	0.15	4300	F	95%	0%		1%	0%	С	0.1	F	0.709	4500	F	2002
Hickory Rd East   0.81   2800   F   98%   0%   1%   0%   0%   0%   0 0%   0 0.009   F   0.642   1200   F   2002   1200	131.				To:		SR 165 Mt Pleasant	t Rd	1							
Hickory Rd East   0.81   2800   F   98%   0%   1%   0%   0%   0%   0 0%   0 0.009   F   0.642   1200   F   2002   1200					From:				1							
Centerville Tripk   Centerville Tripk   Centerville Tripk   WCL Virginia Beach   C 0.099   F 0.642   1200   F 2006   WCL Virginia Beach   C 0.099   F 0.642   1200   F 2006   WCL Virginia Beach   C 0.099   F 0.642   1200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.579   3200   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   3400   F 2006   WCL Virginia Beach   C 0.098   F 0.692   WCL Virginia Beach   C 0.098   F 0.692   WCL Virginia Beach   WCL Virginia Beach   C 0.098   F 0.692   WCL Virginia Beach   C 0.098   F 0.692   WCL Virginia Beach   WCL Virginia Beach   C 0.098   F 0.692   WCL Virginia Beach   WCL Virginia	Hickory Pd Fast	0.81	2800	F	<u> </u>	0%			O%	C	0 1/16	F	0.655	3000	F	2002
Head Of River Rd  4.89  1200  F  96%  0%  0%  0%  0%  0%  0%  0%  0%  0%	131 TICKOTY NG LAST	0.01	2000	•	30 /0	0 70	170 070	1 /0	0 70	C	0.140	'	0.000	3000	'	2002
Second   S																
Second   S	Head Of River Rd	4.89	1200	F	96%	0%	2% 1%	1%	0%	С	0.099	F	0.642	1200	F	2002
Second   S	131)				To:		WCL Virginia Bea	ach								
Mt Pleasant Rd   Mt P					From:		Battlefield Blvd	l								
Mt Pleasant Rd   Mt P	8674) Ashley Rd	0.42	3000	F	99%	0%			0%	С	0.088	F	0.579	3200	F	2002
Camposition Nation   Camposition   Camposition Nation   Camposition   Camposi	131				To:		Mt Pleasant Rd									
Sego   Lindale Dr   0.70   3200   F   98%   1%   1%   0%   0%   0%   0%   0%   0					From:		Campostella Rd									
Debaun Ave	2005 Lindale Dr	0.70	3200	F	98%	1%			0%	C	0.095	F	0.692	3400	F	2002
Debaun Ave   0.33   4200   F   97%   1%   1%   1%   0%   0%   0%   0%   0	131	0.70	0200	•	To:	170		070		Ü	0.000	•	0.002	0-100	•	2002
Sattlefield Blvd   Sattlefield					From:											
Sattlefield Blvd   Sattlefield	8695) Debaun Ave	0.33	4200	F	97%	1%	1% 0%	0%	0%	С	0.085	F	0.576	4500	F	2002
Prom	131 /															
STIT   Volvo Pkwy   0.30   800   F   99%   0%   0%   0%   0%   0%   0%   0					From:							•				_
Sample   S	Volvo Pkwy	0.30	800	F		<b>0%</b>			n%	F	0 11	F	0 584	850	F	2002
S717   Volvo Pkwy   0.26   8700   F   99%   0%   0%   0%   0%   0%   0%   0	131	0.50	500	•	JJ /0	0 /0		J /0	5 /0	•	J. 1 1	•	0.004	000	'	2002
Notice   Part   Notice   Part   Notice   Part   Notice   Part   Part   Notice   Part   Part	<u> </u>				From:											
Notice   Plant   Plant   Notice   Plant   Plant	(8717) Volvo Pkwy	0.26	8700	F	99%	0%	0% 0%	0%	0%	С	0.099	F	0.670	9200	F	2002
S717   Volvo Pkwy   0.25   13000   F   99%   0%   0%   0%   0%   0%   0%   0					To:		Independence Pky	VV								
STATE   Coffman Blvd   STATE   STATE	8717) Volvo Pkwy	0.25	13000	F		0%			0%	F	0.096	F	0.658	13000	F	2002
8717 Volvo Pkwy  1.38 25000 F 98% 0% 1% 0% 1% 0% Greenbrier Pkwy  From Greenbriar Pkwy  1.49 24000 F 98% 0% 1% 0% 1% 0%  1.49 24000 F 98% 0% 0% 1% 0% 0%  1.49 24000 F 98% 0% 0% 1% 0% 0%  1.49 24000 F 98% 0% 0% 1% 0% 0%  1.49 24000 F 98% 0% 0% 1% 0% 0%  1.49 24000 F 98% 0% 0% 1% 0% 0%  1.49 24000	131				Tar											
To Greenbrier Pkwy    87177   Volvo Pkwy	Valve Plans	4.00	25000	-		00/			00/	^	0.000	_	0.574	26000	_	2000
Street   Frame   Green   Gre	8717) VOIVO PKWY	1.38	25000	г	_	U%			υ%	C	0.096	Г	0.5/1	20000	Г	2002
8717 Volvo Pkwy 0.45 20000 F 98% 0% 1% 0% 1% 0% F 0.096 F 0.664 21000 F 2002    Reden Way																
To Eden Way.    8717   Volvo Parkway   1.49   24000   F   98%   0%   1%   0%   1%   0%   F   0.102   F   0.668   25000   F   2002	Volvo Pkvav	0.45	20000	F		0%			O%	F	0 006	F	0 664	21000	F	2002
Section Way	8/1/ VOIVOT KWY	0.40	20000	Г	JO /0	U /0		1 /0	0 /0		0.090		0.004	Z 1000	1	2002
8717) Volvo Parkway 1.49 <b>24000 F</b> 98% 0% 1% 0% 1% 0% F 0.102 F 0.668 25000 F 2002    Nasters Row   From   Docklanding Rd					From: 1	31-8806		vo PKW	Y: 880							
Masters Row	Volvo Parkway	1 40	24000	F						F	0 102	F	0.668	25000	F	2002
Docklanding Rd     Docklanding Rd     Docklanding Rd     Docklanding Rd	131 V 51V 5 1 GIRWay	1.70		•		0 /0		1 /0	570	•	0.102	•	0.000	20000	'	2002
8757) Coffman Blvd 0.70 <b>1600 F</b> 97 <u>% 1% 2% 0% 1% 0%</u> C 0.109 F 0.525 1700 F 2002																
\ 131 /	O 0 11			_						_		_			_	
To Portsmouth Blvd	(8757) Coffman Blvd	0.70	1600	F		1%			0%	С	0.109	F	0.525	1700	F	2002
					To:		Portsmouth Blvc	i								

					No	orfolk Maint	enance Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Truck +Axle 1Trail	2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
City of Chesapeake				From:		Court Doi	J., Dl.,J	1							
8763 Campostella Rd	1.34	6200	F	97%	1%		1% 0%	0%	С	0.087	F	0.637	6600	F	2002
(8763) Campostella Rd	1.06	12000	F	From: 97%	1%	Militar 1%	у Нwу 1% 0%	0%	F	0.1	F	0.638	12000	F	2002
(8763) Campostella Rd	1.00	12000	•	To:	1 /0	Battlefie		070	'	0.1	'	0.000	12000	'	2002
				From:		Bainbrid									
(8771) Virginia Ave	0.50	1000	F	99%	0%		0% 0%	0%	С	0.096	F	0.574	1100	F	2002
(8771) Virginia Ave			-	To:		Chesapea					-			-	
				From:		Virgini									
(8771) Chesapeake Ave	1.12	3400	F	99%	0%	1%	0% 0%	0%	С	0.101	F	0.616	3600	F	2002
				From:		Park	Ave								
8771 Chesapeake Ave	0.41	2500	F	99%	0%	1%	0% 0%	0%	F	0.099	F	0.562	2700	F	2002
(131)				To:		Poinde	xter St								
				From:		Bainbrid	ge Blvd								
8776 Park Ave	0.37	1500	F	99%	0%	1%	0% 0%	0%	С	0.097	F	0.595	1600	F	2002
(131)				To:		Chesapea	ake Ave								
8776) Park Ave	0.35	4100	F	99%	0%		0% 0%	0%	F	0.099	F	0.631	4300	F	2002
(8776) Park Ave	0.00		-	To:	0,0	Atlanti				0.000		0.00		•	
				From:		Dead		i							
8778) Barnes Rd	0.45	820	F	57%	0%		2% 40%	0%	С	0.101	F	0.571	860	F	2002
8778 Barnes Rd	0.10	020	•	To:	070	Bainbrid				0.101	•	0.07 1	000	•	2002
				From:		George Wash									
8796) Ballahack Rd	11.72	650	F	97%	0%		0% 1%	0%	С	0.107	F	0.52	690	F	2002
8796 Ballahack Rd	11.72	000	•	37 70	070			070		0.107	'	0.52	000	•	2002
	2.12			From:		Old Battle	field Blvd								
8796 131	0.10	NA		т		an.	1.00			NA			NA		
				To:		SR									
				From:		W Branc									
8797 Poplar Hill Rd	0.23	11000	F	98%	0%		0% 0%	0%	С	0.094	F	0.524	12000	F	2002
				To:		Churchla	nd Blvd								
				From:		Ceda									
8798 Bells Mill Rd	2.38	1500	F	97%	0%		1% 1%	0%	С	0.091	F	0.539	1600	F	2002
				To:		Ceda	r Rd								
				From:		Washing									
(8799) Waters Rd	0.36	6800	F	99%	0%		1% 0%	0%	F	0.089	F	0.598	7200	F	2002
				To:		Cedar I	Rd 165								
				From:		Ceda									
(8800) Millville Rd	1.11	810	F	95 <u>%</u>	0%	1%	3% 1%	0%	С	0.094	F	0.518	860	F	2002
				To:		Burso	n Dr								
				From:		Ceda									
8801 Shipyard Rd	1.05	1500	F	98%	1%	1%	0% 0%	0%	С	0.087	F	0.571	1600	F	2002
(131)				To:		Burso	n Dr								
				From:		Johnsto	wn Rd								
8802 Hanbury Rd	1.00	7100	F	99%	0%	1%	0% 0%	0%	С	0.108	F	0.633	7600	F	2002
(131)				To:		Battlefi	eld Rd								
_				From:		Battlefie	ld Blvd								
8803 Hillwell Rd	2.36	2100	F	98%	0%		0% 0%	0%	С	0.097	F	0.583	2200	F	2002
(101)				To-		Mt Plea	sant Rd								
				From:		Mt Plea	sant Rd								
8804 131 Fentress Rd	1.80	3300	F	98%	0%		1% 0%	0%	С	0.104	F	0.608	3500	F	2002
131/			_	To:		Centervi	lle Tnpk								
				From:		Centervi	lle Tnpk		-						
(8805) Elbow Rd	3.05	4800	F	98%	0%		1% 0%	0%	С	0.118	F	0.617	5000	F	2002
(8805) Elbow Rd				To:		WCL Virgi									
			•	From:		Volvo					•			_	
8806 Eden Way N	0.49	9600	F	99%	1%		0% 0%	0%	F	0.105	F	0.576	10000	F	2002
131	55		•	To:	. , •	White Oak		- 7,0			•		. 3000	-	<b></b>
							U								

						orronk maintenance / trea								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
ity of Chesapeake				From:		W. 0.1.0								
806 Eden Way N	0.68	15000	F	99%	1%	White Oak Crossing 0% 0% 0%	0%	С	0.098	F	0.604	16000	F	2002
Eden Way N	0.85	12000	F	From: 99%	1%	Greenbrier Pkwy 0% 0% 0% Volve Perte Pr	0%	F	0.102	F	0.633	13000	F	2002
				From:		Volvo Penta Dr								
16th Bay St		1000	G			Ocean View Ave			0.081	F		1100	G	2002
•				To		Pleasant Ave								
				From:		Llewellyn Ave								
24th St		730	G	To:		Omohundro Ave			0.095	F		760	G	2002
				From:		Killam Ave								
36th St		530	G			Kiliqiii 74VC			0.077	F		560	G	200
				To		Colley Ave								
				From:		Colley Ave	j							
45th St		940	G	To:		H ( DI I			0.098	F	0.518	980	G	200
				From:		Hampton Blvd	1							
Albert Ave		150	G	r tolli.		Glen Oak Dr			0.091	F		160	G	2002
				To:		Pugh St								
				From:		Robin Hood Rd								
Almeda Ave		4300	G						0.098	F		4500	G	2002
				To:		Henneman Dr								
Arlington Ave		340	G	From:		Campostella Rd			0.099	F		350	G	200
Allington Ave		3-10	Ū	To		Oakwood St			0.000			330	J	200
				From:		Brookville Rd								
Berry Hill Rd		460	G						0.122	F		480	G	200
				To:		Poplar Hall Dr								
Drawk wood Dr		4000	_	From:		Merrit St			0.007	_		1000	0	2004
Brentwood Dr		1800	G	To:		Glade Rd			0.097	F		1900	G	200
				From:		Barn Hollow Rd	1							
Brookville Rd		180	G						0.126	F		190	G	2002
				To:		Bayberry Dr								
D 1 11 D1		0.10	_	From:		Old Ocean View Rd			0.000	_		000	_	000
Burksdale Rd		940	G	To:		Colin Dr			0.090	F		990	G	200
				From:		Ridgefield Dr								
Camelia Rd		610	G			Ridgeneid Di			0.092	F		640	G	2002
				To		Faber Rd								
				From:		Newport Ave								
Carlisle Avenue		410	F	99%	0%	1% 0% 0%	0%	С	0.098	F	0.524	410	F	2002
				To: From:		Colonial Ave								
Catherine St		130	G	rioni.		Oak Grove Rd			0.133	F		140	G	200
				To:		Sinclair St			3.100					
				From-		Wellman St								
Chambers St.		230	G						0.117	F		240	G	2002
				To:		Frizzell Ave								
Commodore Dr		360	G	From:		Swanson Rd			0.143	_		380	G	2004
Commodule Di		300	G	To		Rodman Rd			0.143	F		300	G	2002
				From:		Kempsville Rd	1							
Cornick Rd		120	G						0.158	F		120	G	2002
						Mary Ave								

				NOTOR Maintenance A								
Route	Length <b>AADT</b>	QA	4Tire	Bus 2Axle 3+Axle 17		$\Omega$ C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Dean Dr	140	G	From:	Beatty St			0.128	F		150	G	200
			To:	Millard St								
			From:	Springfield Ave								
Decker St	60	G					0.128	F	0.571	60	G	200
			To:	Wheeling Ave								
			From:	Galveston Blvd								
Dixie Dr	480	G					0.098	F		510	G	200
			To-	Glen Rd								
			From:	Beamon Rd								
Dunway St	290	G					0.09	F	0.509	300	G	200
			To:	Kennebeck Ave								
			From:	Herbert St								
Elmhurst Ave	740	G					0.074	F		780	G	200
			To-	Thomas St								
			From:	Haven Dr								
Evans St	680	G					0.104	F	0.590	710	G	200
			To:	Stratford St								
			From:	Whitney Blvd								
Faulk Rd	310	G					0.115	F		320	G	200
			To:	McClure Rd								
			From:	Wellman St								
Finney St	80	G					0.178	F	0.655	90	G	200
			To:	Dead End								
			From:	Pythian Ave								
Frank St	130	G				-	0.11	F		140	G	200
			To:	Quincy St								
			From:	River Oaks Dr								
Gabriel Dr	220	G					0.083	F		240	G	200
			To:	Roslyn Dr								
			From:	Springmeadow Blvd								
Gardner Drive	680	F	99%	0% 1% 0% 0	% 0%	С	0.11	F	0.553	680	F	200
			To:	Banning Rd								
			From:	Hudson Ave								
George St	1400	G					80.0	F		1500	G	200
			To:	Cabot Ave								
			From:	Keene Rd								
Glen Rd	430	G					0.091	F		450	G	200
			To:	Bee Pl								
			From:	Virginia Ave								
Gosnold Avenue	550	F	98%		% 0%	С	0.092	F	0.647	550	F	200
			To-	Maryland Ave								
			From:	New St								
Hammet Ave	490	G					0.128	F		510	G	200
			To:	Dune St								
			From:	Granby Ave								
Hanbury St	830	G	<u></u>	*		-	0.08	F		870	G	200
· · · · · · · · · · · · · · · · · · ·			To:	Ballentine Blvd								
			From:	Raby Rd								
Harmony Rd	1100	G	-	•		•	0.091	F		1200	G	200
			To:	Typo Rd								
			From:	Military Hwy								
11:14 04	2000	G	<u></u>		<u> </u>	•	0.084	F	0.512	2100	G	200
Hilton St			To:	Caribou Ave								
Hilton St				Caribou Ave								
Hilton St			From:									
Inventors Rd	510	G	From:	Gondola Rd			0.124	F		540	G	200

				IN	orfolk Maintenand	e Area								
Route	Length AADT	QA	4Tire	Bus	2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Iowa Ave	870	G	From:		Thurston St				0.113	F		920	G	200
			From:		Besse St Nottoway St									
Jersey Ave	900	G	To:		Amherst St		1		0.101	F		950	G	200
			From:		Sewells Point R		1							
Kennebec Avenue	490	F	97%	0%	2% 0%		0%	С	0.107	F		490	F	200
			To: From:		Humboldt St									
Kingwood Ave	1900	G			Village Ave				0.085	F		2000	G	200
			To:		Va Beach Blvd									
Lancaster St.	640	G	From:		Liberty St				0.09	F		670	G	200
Lancaster of.			To:		Walker Ave				0.00	<u>'</u>		010		200
			From:		Eagle Ave								_	
Lion Ave	420	G	To:		Little Creek Rd	<u> </u>			0.097	F		440	G	200
			From:		Carlllo Ave									
Magnolia Ave	2400	G							0.086	F		2600	G	200
			To: From:		Upper Brandon P	1.								
Marshall Ave	830	G			Olney Rd				0.086	F		880	G	200
			To:		Brambleton Ave									
McGuinnis Cir	230	G	From:		Whitney Blvd				0.107	F		240	G	200
McGuillis Cii	230	G	To		Falk Ave				0.107			240	G	200
			From:		Colony Pt Rd									
Millbrook Rd	250	G	To:		Ruthven Rd		1		0.093	F	0.542	260	G	200
			From:		Azalea Garden R		1							
Miller Store Rd	2400	G	<u> </u>						0.096	F		2500	G	200
			To: From:		Wise St									
Mona Avenue	NA		From.		Elaine Ave				NA			NA		
			To:		Calvin Ave									
Murry Ave	130	G	From:		Tarpon Pl				0.188	F	0.537	140	G	200
widing Ave	130	<u> </u>	To:		Azalea Garden R	d			0.100	Ι'	0.557	140	<u>.</u>	200
			From:		Newport Ave									
New York Ave.	380	G	To		Colonial Ave				0.097	F		400	G	200
			From:		Tidewater Dr		<u>_</u>							
Norman Ave	830	G	_						0.114	F		870	G	200
			To: From:		Old Ocean View I	Rd								
Oxford St	1800	G			Colonial Ave				0.11	F		1900	G	200
			To:		Granby St									
Patridge St.	1400	G	From:		Winward Rd				0.102	F		1500	G	200
	1400	<u>.</u>	To:		Palem Rd				0.102			1000	<u> </u>	200
			From:		Euwanee Pl									
Pinedale St	200	G	Tai		F.C				0.095	F	0.553	210	G	200
			From:		E Chester St  Hatton St		<u> </u> 							
Selden Ave	530	G	<u></u>		Hatton St				0.120	F		550	G	200
			To		Cass St									

				Norfolk Maintenance Area							
Route	Length AADT	QA	4Tire	2Axie 3+Axie 11raii 21ra	O.C.	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Shorewood Dr	370	G	From:	Woodbine Rd	_ <del>-</del>	0.125	F		390	G	200
			To:	Levine Ct							
Simons Dr.	1500	G	From:	Dixie Dr		0.092	_		1600	G	200
Simons Dr.	1300	G	To:	Marchant Rd	7	0.092	•		1000	G	200
			From:	West Ave	İ						
Summit Ave	160	G				0.106	F		160	G	200
			To-	Middle Ave							
		_	From:	Arkansas Ave			_	0 =0.4			
Tait Terrace	2500	G	To:	Wyoming Ave	7	0.076	F	0.524	2600	G	200
			From:	Wakefield Ave	1						
Tennessee Ave	170	G	<u> </u>	wakened Ave		0.096	F		180	G	200
			To-	Ingleside Rd	1						
			From:	Workwood Rd	]						
Tifton Dr	310	G	- T		_	0.104	F		320	G	200
			From:	Lasser Dr	<u> </u>						
Tuttle Ave	110	G	r rom:	George St		0.164	F	0.539	120	G	200
144.67476			To:	Dead End	1	0.101	•	0.000	120	Ū	
			From:	Tifton St							
University Dr	250	G			_	0.088	F		260	G	200
			To:	Workwood Rd							
Mara 04	500	•	From:	Old Ocean View Rd		0.4	_		500	0	000
Vero St.	530	G	To	Chesapeake Blvd	1	0.1	F		560	G	200
			From:	Huntsman Rd							
Welaka Rd	90	G	<u> </u>	Tunksman Ku		0.118	F		90	G	200
			To:	Kimberly La							
			From:	Texas Ave							
Wellington St.	270	G	To:	Wr. I	1	0.091	F		290	G	200
			From:	Windermere Ave	1						
Amherst Dr	90	G	1101111	Clover Hill Dr	J	0.134	F	0.583	90	G	200
			To:	Ferguson Dr	1						
			From:	Williamsburg Ave							
Bain St	160	G			_	0.107	F		160	G	200
			To:	Peninsula Ave	<u> </u>						
Baldwin Ave.	210	G	From:	Fulton Ave	J	0.077	F		220	G	200
Dalawill Ave.	210	3	To	Deep Creek Blvd	7	0.011	'		220	J	200
			From:	Heather Rd							
Brookmere La.	210	G	_		_	0.164	F		220	G	200
			To:	Summerset Dr	<u> </u>						
D		_	From:	Chumley Rd		0.000	_				000
Brunswick Rd	830	G	To:	Tatem Dr	7	0.096	F		880	G	200
			From:	Glasgow St							
Cambridge Avenue	120	G	_	Sittingon of	_	0.106	F	0.68	130	G	200
			To:	North St							
			From:	Midfield Pkwy							
Canterbury Dr	430	G	т.	m 1 h	7	0.107	F	0.681	460	G	200
			D	Templar Dr	<u> </u>						
Cardinal La	510	G	From:	Manor Ave		0.101	F		540	G	200
Gardinar Ed	010	3	To-	Thornwood St	7	0.101	'		040	5	200
				•							

				Norfolk Maintenance Area							
Route	Length AADT	QA	4Tire	2Axie 3+Axie 11raii 21rai	$\Omega$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Courtney Rd	140	G	From:	Hatton Pt Rd	]	0.092	F	0.615	150	G	200
			To:	Dead End							
			From:	Bob White St							
Cypress Rd	500	G	To:	Cypress Cir	7	0.137	F		520	G	200
			From:	Columbus Ave	<del>                                     </del>						
Dale Dr	1900	G		Columbus Ave		0.082	F		2000	G	200
			To-	Nashville Ave							
			From:	Horne Ave							
Darren Dr	2900	G			_	0.083	F		3000	G	200
			To:	Greenwood Dr							
Damas Daha			From:	Bardot Ln		NI A			NIA		
Darren Drive	NA		To:	Cavalier Blvd	7	NA			NA		
			From:		<u> </u>						
Dominion Rd	120	G		Shamrock Dr		0.151	F		120	G	200
			To:	Fairway Dr	<u> </u>				0		
			From:	Richmond Ave							
Duke St.	1300	G			_	0.084	F		1400	G	200
			To:	Parker Ave							
		_	From:	Merrifield Blvd						_	
Forrest Hills Dr	190	G	To:	2 1 121	7	0.084	F		200	G	200
			From:	Burrland Rd	<u> </u>						
Frailey Pl	720	G	rioiii.	Gills Rd	J	0.092	F		750	G	200
Trainey 1 1	720	Ŭ	To-	Fiske St	1	0.002	•		700	Ü	200
			From:	George Washington Hwy	Ì						
Gillis Road	NA		<u> </u>	George Washington IIV	_	NA			NA		
			To:	Aylwin Rd							
			From:	Potomac Ave	]						
Glasgow St	1500	G	. —		7	0.08	F		1500	G	200
			Io:	Vermont Ave	<u> </u>						
Greenland Blvd	1400	G	From:	Bolling Rd	_	0.110	F		1400	G	200
Greeniana biva	1400	G	To:	Portsmouth Blvd	7	0.110	г		1400	G	200
			From:		<del>†                                      </del>						
Halifax Ave	760	G	<u> </u>	Columbia St	_	0.096	F		800	G	200
			To:	County St	1						
			From:	Twin Pines Rd	]						
Hawthome La.	170	G			-	0.111	F		180	G	200
			To-	Heather Rd	<u> </u>						
la den es la Ci		_	From:	Kirby St	]	0.000	_		700		
Independence St.	740	G	To:	Appomattox Ave	1	0.082	F		780	G	200
			From:		<del> </del>						
Jefferson St	1500	G	1 IOIII.	Elm Ave	L	0.1	F		1600	G	200
JOHN JOHN OL	1300	5	To:	Pearl St	7	0.1	•		1000	J	200
			From:	Green Street	1						
Jefferson Street	NA		<u> </u>		_	NA			NA		
			To:	7th Street	1						
			From:	Yorktown Ave	]						
King St.	NA		_		-	NA			NA		
			To-	Williamsburg Ave	<u> </u>						
1			From:	Race St	]	0.444					000
Lancaster Ave	80	G	Ta:	Cuittin St	7	0.141	F		80	G	200
			110	Griffin St	1						

				Tronom maintenance / troa								
Route	Length AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2T		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Magnolia St	400	G	From:	Astor Ave			0.09	F		420	G	2002
•			To:	Killian Ave								
			From:	Florence Rd								
Mayflower Rd	390	G	Tai	W. L. D. D. L.			0.116	F		410	G	200
			From:	Hodges Ferry Rd Lugar Ct	+							
McClean Sts	750	G		Luga Ct			0.084	F		790	G	200
			To-	Vickers Ct								
Meander Rd	570	G	From:	Broad St			0.102	F		600	G	200
Wedner Te	0.0		To:	Jamaica Rd			0.102					200
			From:	Wycliff Rd								
Morro Blvd	360	G	To	Saxon Rd			0.122	F		380	G	200
			From:	Afton Pkwy	1							
Nicholson St	580	G					0.106	F		610	G	200
			To: From:	Harris Rd								
Nottingham Rd	250	G	From:	Vancouver Rd			0.109	F		270	G	2002
			To:	Yorkshire Rd								
O-li Ct	4500		From:	Marshall Ave			0.074	_		4500	0	200
Oak St	1500	G	To:	Wilcox Ave	$\neg$		0.071	F		1500	G	200
			From:	Kenny Lane								
Old Farm Rd	260	G					0.095	F		270	G	200
			From:	Redbarn Rd	<u> </u>							
Progress Ave	100	G	rioni.	Jackson St			0.153	F		100	G	200
			То:	Monroe St								
Diversión de la Del	4000	_	From:	Hedgerow La			0.000	_	0.554	4000	0	000
River Shore Rd	1800	G	To:	Rivermill Cir	_		0.088	F	0.551	1900	G	200
			From:	Bob White St	Ī							
Robin Rd.	200	G					0.105	F		220	G	200
			To: From:	Portsmouth Blvd	<u> </u>							
Smithfield Rd	450	G	rioni.	Beechdale Rd			0.101	F		470	G	200
			То:	Deep Creek Blvd								
Chaumban Aug	400	_	From:	Palmer St			0.400	_		200		200
Staunton Ave	190	G	To:	Jefferson St .	_		0.129	F		200	G	200
			From:	Eisenhower Circle								
Stratford St	1900	G					0.086	F		2000	G	200
			To:	Truman Circle	_							
Sugar Creek Cir	360	G	From:	Augustine Cir			0.091	F		380	G	200
			To:	Gateway Dr				•				
_			From:	Greenwood Dr								
Tazewell St	1000	G	To:	Freedom Ave			0.084	F		1100	G	200
			From:	Bridges Ave								
Verne Ave	60	G	<u> </u>	Diluges Ave			0.116	F		60	G	200
			To	Garner Ave								
Weyanoke Dr.	180	G	From:	Merrifield Blvd			0.109			190	G	200
vv cyanoke Di.	100	G	To:	Burrland Rd			0.109	F		190	G	200
				**								

Route	Length AADT	QA	4Tire	2Axie 3+Axie 11rail 2		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Yea
Whaley Rd	40	G	From:	River Edge Dr			0.162	F		40	G	200
			To:	Edwin Rd								
W D	0400	_	From:	West Rd				_		0.400		
Willett Dr	6100	G	To:	Sycamore Rd			0.096	F		6400	G	200
			From:	Caroline Ave								
Winchester Drive	NA		To:	A4- A	_		NA			NA		
			From:	Augusta Ave  Mount Vernon Ave								
Woodrow Street	NA			Would Vernon Tive			NA			NA		
			To:	Broad St								
Wright Rd.	440	G	From:	Capelle Rd			0.09	F		460	G	200
wright ra.			To:	Norfolk Rd			0.00	'		400		200
			From:	Canal Dr								
Baywood Trail	380	F	To:	Meiggs Rd			0.234	F	0.613	380	F	200
			From:	Centerville Turnpike South								
Beaverdam Road	380	F	98% To:		0%	С	0.101	F	0.718	380	F	200
			From:	Willow Oak Dr	1							
Beckley La	330	F					0.142	F		350	F	200
			To: From:	Grantham Lane								
Birchleaf Rd	140	F	Pioni.	Brier Cliff Crest			0.155	F		150	F	200
			To	Mill Pond Dr								
Chatanaana Ct	470	_	From:	Denver Ave			0.1	_		500	_	200
Chatanooga St	470	F	To:	Waters Rd			0.1	F		500	F	200
			From:	Battlefield Blvd								
Coastal Way	1200	F	To:	Sams Dr			0.116	F		1200	F	200
			From:	Cedar Rd								
Conquest Dr	1500	F					0.153	F		1600	F	200
			To:	Albermarle Dr Shea								
Conrad Ave	1300	F	From:	G.Washington Hwy			0.093	F		1400	F	200
			To:	Butler St								
Cottonwood La	400	F	From:	Gibson Drive			0.42	_		100	Е	200
	180		To	Lenore Trail			0.12	F		190	F	200
			From:	Wilson Rd								
Cypress Street	840	F	To:	Isaac St			0.086	F	0.623	840	F	200
			From:	Vellen St	<u> </u>							
Debbs La	280	F	<u> </u>				0.108	F		290	F	200
			To:	Rellen St	<u> </u>							
Dove Dr	180	F	From:	Warrick Rd			0.151	F		190	F	200
		-	To:	Butterfly Dr								
Facey Dr	200	_	From:	Kalmar Dr			0.440	_		700	_	200
Essex Dr	690	F	To	Kings Way Dr			0.143	F		730	F	200
			From:	Jule Dr								
Etheridge Manor Blvd	11000	F	<sub>T.</sub>	Olice 17			0.100	F		12000	F	200
			To:	Shifford La								

						interiario									
Route	Length AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle			OC:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Etheridge Road	2400	F	99%	0%	Eden	bridge Dr 0%	0%	0%	С	0.100	F	0.627	2400	F	2002
			To:		Fent	tress Rd									
			From:		Sa	aul Dr									
Eva Blvd	630	F	_						ı	0.096	F		670	F	200
			To:		Ma	irge Dr									
- · ·			From:		Greenl	orier Pkwy	,								
Fairway Drive	NA		To:		Cent	nston Dr			Ì	NA			NA		
			From:			ell Rd									
Fireman St	750	F			Sn	eli Ka				0.113	F		790	F	200
		-	To:		Tu	ttle St					•			•	
			From:		Bramb	lewood Ct									
Forest Cove Rd	450	F								0.117	F	0.547	450	F	200
			To:		Wins	low Ave									
			From:		John	ston Rd									
Frank Dr	1000	F							i	0.119	F	0.816	1100	F	200
			10:			field Blvd									
Franklin Street	NA		From:		Fl	ynn St				NIA			NΙΔ		
Franklin Street	NA		To:		Rainh	ridge Blvd			l	NA			NA		
			From:			ert Ave									
Gilmerton Rd	5200	F			Alu	CII AVE				0.098	F		5500	F	200
			To:		Gen	eve Ave								•	
			From:		Colli	ns Blvd.									
Greendell Rd	270	F	-							0.100	F		280	F	200
			To:		Ash	land Dr									
			From:		Gal	ahad Dr									
Guenevere Dr	1700	F							i	0.097	F		1800	F	200
			10:			an Dr									
Hawksley Rd	390	F	From:		Bar	rksdale				0.137	F		420	F	200
Hawksley Ru	390		To:		Glen	view Rd				0.137			420	'	200
			From:			ecliff Dr									
Hollygate La	340	F			Time	CIIII DI				0.12	F		360	F	200
			To:		Briar	wood Dr									
			From:		Ca	nal Rd									
Iowa St	700	F							- ' - '	0.129	F		740	F	200
			To:		Okla	homa Dr									
			From:		Gr	egg St									
Joyner Rd	190	F	To:		C	t Ct			Ì	0.145	F		200	F	200
			From:			ant St									
Kemp La	320	F	From:		Indian	River Rd				0.106	F		340	F	200
Kemp La	320	-	To:		E. Ke	emp Lane				0.100			340	'	200
			From:			bb Ave									
Laurel Ave	710	F	<u> </u>			301110				0.094	F		750	F	200
			To:		Rok	eby Ave									
			From:		Corr	nick Ave									
Lilac Ave	1400	F	99%	0%	1%	0%	0%	0%	F	0.1	F		1500	F	200
			To:		Dav	vis Ave									
			From:		Dı	ınn St	-								
Lincoln Road	NA		To			41 C+			Ì	NA			NA		
			From:			tlaw St									
Lofurno Rd	240	F	riont.		Baug	gher Ave				0.144	F		250	F	200
LOIGITIO ING	240	•	To:		Bou	nds Ave				U. 1 <del>74</del>			230	'	200
					Dou	1110									

				1401101K Waintenance / trea							
Route	Length <b>AADT</b>	QA	4Tire	BusTruckBus 2Axle 3+Axle 1Trail 2Trail	വവ	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Marlboro St	120	F	From-	Culpeper Ave		0.151	F	0.512	130	F	200
			To:	Winslow Ave							
Markara Davido	500		From:	Baff Loop Ct		0.005	_		000	_	
Masters Row Ct.	590	F	To:	Brassie Ct	1	0.095	F		620	F	200
			From:	Haledon Rd							
McCosh Dr	1200	F	To:	D., CC -1.1 DI	7	0.117	F		1300	F	200
			From:	Duffield Pl Broadmoor Ave	l						
Michael Dr	70	F	<u> </u>	Bioadinooi 11vc	<u>-</u>	0.181	F		70	F	200
			To:	Texas St							
Millwood Ave	1600	F	From:	Clover Dr	J	0.107	F		1700	F	200
7,111		•	To:	E. Royce Dr		0.107				•	
			From:	Johnstown Rd	j		_			_	
Newberry Dr	550	F	To:	Horse Run Dr	1	0.091	F		580	F	200
			From:	Woodcroft La							
Oak Dr	820	F	To:	Tyre Neck Rd	7	0.269	F		870	F	200
			From:	Victoria Dr							
Old Dr	1100	F			<u>.</u>	0.142	F		1100	F	200
			To: From:	Barlett Dr							
Omar St	460	F	From:	Campostella Road	J	0.098	F		480	F	200
			To	Faye St							
Dhiladalahia Ct		_	From:	English Ave	j	0.404	_		70	_	200
Philadelphia St	60	F	To:	Miller Ave	7	0.124	F		70	F	200
			From:	Greenway Dr							
Queenswood Terr	120	F	To:	Royal Grant Dr	1	0.134	F		130	F	200
			From:	Battlefield Blvd							
Robert Hall Blvd	4700	F	<u> </u>	Buttlefield Bivd	<b>-</b>	0.088	F		5000	F	200
			To:	Military Hwy	<u> </u>						
Shepherds Gate	280	F	From:	Shepherds Ct	J	0.126	F		300	F	200
			To:	Logans Mill Terr	1						
Cir Moliat Dr	700	-	From:	Sir Meliot Ct		0.400	_		020		200
Sir Meliot Dr	780	F	To:	Drawbridge Dr	1	0.106	F		830	F	200
			From:	Woodberry Dr							
Southfield Dr	80	F	To:	Bartell Dr	7	0.148	F		80	F	200
			From:	Scarlett Dr	I						
Stadium Dr	1800	F	<u> </u>	Scarcu Di	_	0.135	F		1900	F	200
			To:	Mt Pleasant Rd							
Strafford Dr	340	F	From:	Golden Hind Rd	J	0.125	F		360	F	200
5	<b></b>	•	To:	Harding Dr	1	5.120				•	
			From:	Goldcrest Dr		• • •					
Tanglewood Tr	400	F	To:	Trilby Ct	1	0.104	F		420	F	200
			From:	Fairview St							
Tatemstown Rd	3000	F	<u> </u>		-	0.086	F		3200	F	200
			To-	Peter Rd							

Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
				From:		Bruin Rd	TITAL	ZITAII		Tioui		1 actor			
Terry Dr		2900	F							0.186	F		3000	F	2002
<u> </u>				To:		Brittany Way									
				From:		PineTop Rd									
Tinter St		2400	F							0.086	F		2500	F	2002
				To:		Volvo Pkwy									
				From:		Cedar Rd									
Warrick Rd		1100	F							0.109	F		1100	F	2002
				To:		Butterfly Dr									
				From:		Magnolia Ave									
Winslow Ave		360	F							0.122	F		380	F	2002
				To:		Marlboro St									
				From:		Placid Way									
Woods Blvd		850	F							0.117	F		900	F	2002
				To-		Kempsville Rd									
				From:		George Wash. Hy	vy								
Yadkins Rd		3300	F							0.106	F		3500	F	2002
				To:		I-64									